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Schweppshire Guide to public speaking

NO. 6 HOW TO MAKE CERTAIN THAT ONE'S WORDS ARE WINGÉD

Too little attention has been paid to the actual speech of a speech. Too many speakers ignore the infinite capacity of the English language for filling up time in the most eloquent way. Let us end with this list of speech improvements on humdrum ordinary language. These phrases are particularly suitable for the sociologico-politico or the serio-humanchapio.

HUMDRUM ORDINARY	SPEECH EQUIVALENT
I can give you the gen	In default of someone better qualified to accept this privilege, it has fallen to my lot to undertake the task of attempting to tell you something of
Don't listen to the other side	A great deal is heard nowadays . . . I know all of you will be chary of giving too much credence to the easy prophecies of wishful thinking
The other side is no good	None of us must be over eager to find fault but . . . Our opponents are gentlemen of mercurial temperament, and vivid, perhaps over-vivid imagination
Everyone here is nice	Rooted deep in the national character . . . instinctive appreciation of the simple things of life and hatred of all that is false
I am nice myself	This is something which I, personally, find enormously heartening
Stand up everybody on our side	Each one of us, today, is conscious of an urgent need for the spirit of co-operation. It is the fulfilment of our inner want. Urgent want . . . inner need . . . co-operation . . . urgent

Since the speaker (as will be seen in the illustration) is already bubbling with wingéd metaphors, he ought, if he uses this wingéd connecting matter, to succeed in being eloquent, without notice, on nothing whatever.

Written by Stephen Potter; designed by George Him

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

BUCKETS AND SPADES abandoned are forlorn reminders of a summer that will long be remembered for its perfection. Yet sunny days are by no means over, for the month of October is normally a fine-weather period, when the wind is stilled, reluctant to disturb the glory of autumn tints. Now then is the time to gather together a few things in a suitcase and make for seaside or country. It is a sound policy at this period of the year to select a bracing spot so one can get more attuned to the colder weather that lies ahead and it is with such thoughts in mind that I turn to the Kentish coastline of Thanet.

Our first introduction to the Beresford at Birchington-on-Sea in this unspoilt corner of Thanet was a City man who, with many of his Stock Exchange friends, had been travelling up and down to London from Monday to Friday each week. It meant a two-hour journey each way, starting and returning in the dark for a great part of the year; yet nothing on earth would persuade him to give up this self-imposed penance, for he said that the champagne-like air of Thanet, the high sunshine record and the selectivity of Birchington was well worth while both for him and his family.

Fortunately the Beresford, the only four-star graded hotel in Birchington, remains open throughout the year and has everything laid on for all-season health and enjoyment. Centrally-heated throughout, the ground-floor bedrooms (many with private bathrooms), with direct access to the hotel lawns and private promenade, are well worth noting for those who have to convalesce, while for those who seek exercise after a sedentary week at an office desk the Beresford provides squash courts and hard tennis courts, with golfers playing over Sandwich, Deal or North Foreland links.

Next door to Birchington and Margate is Westgate-on-Sea, a small, selective residential resort where no shops or motor-coaches invade its front. Here stands facing green lawns and white cliff-face the thirty-bedroom Sea Grange Hotel which Mr. and Mrs. R. H. Garner keep open the whole year round for the likes of us who feel that ozone and the sunshine are our greatest needs. It will suit those best who seek a small friendly hotel where prices are naturally lower than in a four-star establishment.

On the other side of Margate and Cliftonville, and only divided from Broadstairs by the North Foreland, is Kingsgate-on-Sea, almost entirely residential, and with a special attraction to golfers seeing that the North Foreland golf course is in close proximity to most people's garden gates.

If you enjoy the type of hotel (fully licensed) which has acquired over the years the environment of a club with a retired R.A.F. medico proprietor presiding over bar and office, then contact Wing-Commander J. Rothwell at his Fayreness Hotel, who will prescribe an autumn stay at Fayreness as the most stimulating tonic in the world.

Alternatively, on the other side of the North Foreland golf links and in the grounds of Kingsgate Castle (now residential flats) is Castle Keep Hotel, where Mr. and Mrs. J. J. Vigon have done a fine piece of work in reconstructing what was originally two squash courts, changing-room and spectators' gallery into a first-class hotel of some twenty bedrooms—the majority have bath-rooms *en suite*. Both Mr. and Mrs. Vigon have travelled in many parts of the world, and understand the finer points of hospitality and comfort. Here, apart from warmth and most comfortable background, they specialise in providing the best of English fare and Continental wines. Their insistence of nothing "ersatz" is certainly paying dividends.

For those who are stimulated by the bracing air of Norfolk, a few autumnal pointers on where to stay may prove helpful.

Travelling by road, a useful address to note for a meal, or the night, is Bedford Lodge Hotel, Newmarket, about a mile from the centre of the town on the Thetford road.

Once the racing establishment of Lord Derby, and later of that famous jockey and trainer, Harry Wragg, it is now under the direction of resident owners, Mr. and Mrs. Frank Seed, who, with North Country experience and geniality, take a personal interest in the welfare of the travelling public.

Sandringham and its neighbourhood has a magnetic appeal and two miles from the main gates of the Royal Estate stands Ingoldisthorpe Manor Hotel, set in 9 acres of grounds. Catering well above the average is practised in this substantial country house, and with fifteen bedrooms, three with private bathrooms and one with a Sheraton four-poster bed, Ingoldisthorpe Manor makes a fitting base for a generous dose of country-cum-sea air.

Many of the Norfolk coastal hotels close down at the end of September, but there are a number which make comfortable pivotal points. One first-class hotel I should choose for pottering around the Norfolk Broads visiting some of the famous churches and Norwich is the surprisingly comfortable Carlton Hotel at Great Yarmouth.

Mr. H. F. Taylor, the Managing Director, has displayed such initiative in modernising and re-furnishing it that the Carlton is one of the few, if not the only, four-star hotel in East Anglia. That Mr. Taylor's enterprise is paying dividends is endorsed by the fact that quite recently he has acquired another 100-bedroom hotel in Great Yarmouth.

For those who seek more modest accommodation for an autumn holiday on the Norfolk coast, the following are suggested.

HOLT.—The Feathers. Six miles from Sheringham. An admirable small country town inn where Mr. and Mrs. Stewart Manion know how to tickle their patrons' palates.

WEST RUNTON.—Roseacre Country House Hotel. Where Mr. Crawford Smith and his sister cater specially in autumn, winter and spring for those who seek rest and recreation (an admirable centre for golf), with a tang in the air and the warmth of the sun.

WEST RUNTON.—Monksmead. An attractive guest house of eleven bedrooms now run by Mr. and Mrs. R. H. Sayer (closed January to March).

BATH, Somerset. LANSDOWN GROVE HOTEL
standing in own beautiful grounds, distinctly individual, with an appeal to all irrespective of age. Every comfort and excellent cuisine. Delightful Cocktail Bar and Grill Room. Week-end dancing. Garage. Tel.: 5891/2/3.

BOURNEMOUTH, West Cliff. BRENT-TOR HOTEL
Pleasantly positioned with a friendly atmosphere. The main magnet is distinctive home cooking (their own farm) and choice wines. Tel.: 3900.

BOURNEMOUTH. LINDEN HALL HOTEL
Admirably equipped for Autumn and Winter holidays, recreational or recuperative. Superb indoor heated swimming pool and squash courts (resident instructors). Bridge, billiards, ballroom, games room, tennis. 120 bedrooms, suites and private bathrooms. Conference Secretaries especially note. Tel.: Bournemouth 33533.

NR. DOLGELLEY, Wales. BONTDDU HALL HOTEL
One of the best-run hotels in Wales for a perfect country-cum-sea holiday. Admirable cooking. Cocktail Bar. Golf. Fishing. Tel.: Bontddu 209.

Nr. EDINBURGH, Gullane. GREYWALLS
A charming Lutyens house within easy reach of city, facing Muirfield Links. Lovely garden. Tennis court. Interesting catering. Licensed. Tel.: Gullane 2144.

EXMOUTH, S. Devon. DEVONCOURT HOTEL
stands alone in its excellence. Comfort within, holiday pursuits without. 25 double, 25 single bedrooms. Attractive menus. Brochure with pleasure. Tel.: 2277.

NR. HERSTMONCEUX, Sussex. WHITE FRIARS
An hotel of quiet distinction for restful week-ends or late holidays (convenient for sea, golf, riding). Buttery open to non-residents. Tel.: 3299.

KESWICK, ENGLISH LAKES. LODORE SWISS HOTEL
60 rooms. Private bathrooms. Central heating. Continental Cocktail Bar—SWISS CUISINE. Children's Nursery—Resident Nurse. Tennis. Bathing. Personal supervision Mrs. M. M. England (SWISS). Tel.: Borrowdale 227.

CHESTER or MERSEYSIDE. Visiting either on business or pleasure, please note
CRAXTON WOOD HOTEL and CLUB
(on Chester/Hoylake road) for luxurious comfort and country-house contentment. Tel.: Hooton 3111.

LLANDUDNO, N. Wales. ST. GEORGES HOTEL
For a memorable holiday. First on seafront for cuisine and entertainment. Free Golf. Ballroom. Cocktail Lounge. Ideal motoring centre. Tel.: 7873.

LONDON, N.W.4. HENDON HALL
First-class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Central heating throughout. Putting. Adjoins Golf Club. Sunnyhill 3341.

NORFOLK ST., STRAND, LONDON. HOWARD HOTEL
Situated on the boundary of the City and West End, yet free from the noise and bustle of the main thoroughfare. There are 200 rooms, each with hot and cold running water, many with private bath. Restaurant—Cocktail Bar—Rooms for meetings and private functions. Reduced charges from Nov.-April, special terms on application to General Manager. *Telephone:* Temple Bar 4400.

LONDON, S.W.7. QUEENSBERRY COURT HOTEL
Close South Kensington Underground and Air Terminal. 41 bedrooms (radio equipped). Some private baths. TV. Licensed. Friendly environment. Tel.: KEN 3693.

NINFIELD, Sussex. MOOR HALL HOTEL
The country-house atmosphere you may be seeking. Riding stables. Dinner dances. Hard tennis court. Golf (Highwoods 3 miles, Cooden Beach 4 miles). Cocktail Bar and always someone genial to meet. Tel.: Ninfield 330.

NR. OXFORD, WESTON-ON-THE-GREEN. WESTON MANOR HOTEL
9 miles from Oxford. Admirable touring centre. Genuinely historic, gastronomically interesting. Charmingly furnished. Squash, Swimming pool. Week-end dances. Fully licensed. Resident owner, Mrs. M. L. Sears. Tel.: Bletchington 260.

SALCOMBE, S. Devon. ST. ELMO HOTEL
Long-standing reputation for food and wine. Sunniest and most sheltered position in Salcombe. Safe beach, good sea fishing. Illustrated brochure available. Tel.: 233.

SIDMOUTH. VICTORIA HOTEL
Open all year and with full key staff offers exceptional value—from 9 gns. a week inclusive—for those seeking congenial winter quarters. Menus of ample choice. Plenty of warmth and service. Lift. Billiards and bridge. COME and be spoilt! Tel.: 951.

WARLINGHAM, Surrey. DORINCOURT HOUSE HOTEL
Only 35 mins. London. Magnificent country house. Renowned catering. Admirable base for business executives, house-hunters, overseas visitors. Tel.: Upper Warlingham 2916.

WESTONBIRT, Nr. Tetbury, Glos. HARE & HOUNDS
A comfortable base for a Cotswold holiday. An admirable objective when motoring. Tennis, squash. Cocktail Bar. Famous Arboretum adjoins. Tel.: 233.

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
Stay in warmth and comfort in one of Britain's best-run Country Hotels, only 30 mins. from London's West End. Sporting Golf Course, Tennis, Squash, Bowls, Billiards, Dancing—all free to residents. 60 acres grounds. 150 rooms (many with private bath). Self-contained suites. Moderate incl. terms. Brochure. Weybridge 4242.

WESTGATE-ON-SEA, Kent. SEA GRANGE HOTEL
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Volume CCXXXVIII No. 3094

The SPHERE, London, September 19, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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RECORDING THE JOURNEY OF THE MOON ROCKET—RUSSIAN SCIENTISTS AT THEIR POSTS IN MOSCOW: They are receiving on tape the signals sent out by Lunik II as it nears its destination. On Saturday last it was announced from the Russian capital that the rocket had been launched and was on course. Passing over the Southern Hemisphere of the earth in the evening, it continued in its predetermined direction throughout Sunday and shortly after 10 p.m. it opened a new chapter in human endeavour by hitting the moon. Not the least astonishing feature of the Russian achievement was that Lunik II landed 1 minute and 24 seconds after the time estimated for its arrival.

At ten o'clock last Sunday night radio sets all over Britain were tuned in to recording instruments of the observatory at Jodrell Bank, near Manchester, and heard the final signals from the Russian rocket Lunik II as it sped towards the moon. At two minutes 24 seconds after ten, the signals ceased abruptly. At first it was perhaps difficult to realise that one had been listening to history being made, especially as the moon itself, which was nearly full, continued to beam undisturbed upon the clear night. In Moscow there was tremendous jubilation outside the planetarium and an official announcement soon confirmed that success had been complete. It said: " For the first time in history a space flight has been achieved from the earth to another celestial body. To mark this event pennants with the arms of the Soviet Union and an inscription, ' the Union of Soviet Socialist Republics, September 1959,' were delivered by the rocket to the surface of the moon." While congratulations poured in from all over the world on the Russian scientists responsible for the project, it was generally recognised that the flight had been carefully timed to coincide with the eve of Mr. Khrushchev's departure for the United States. Reports from America indicated that in the near future the Americans would endeavour to send up a rocket to orbit round the moon.

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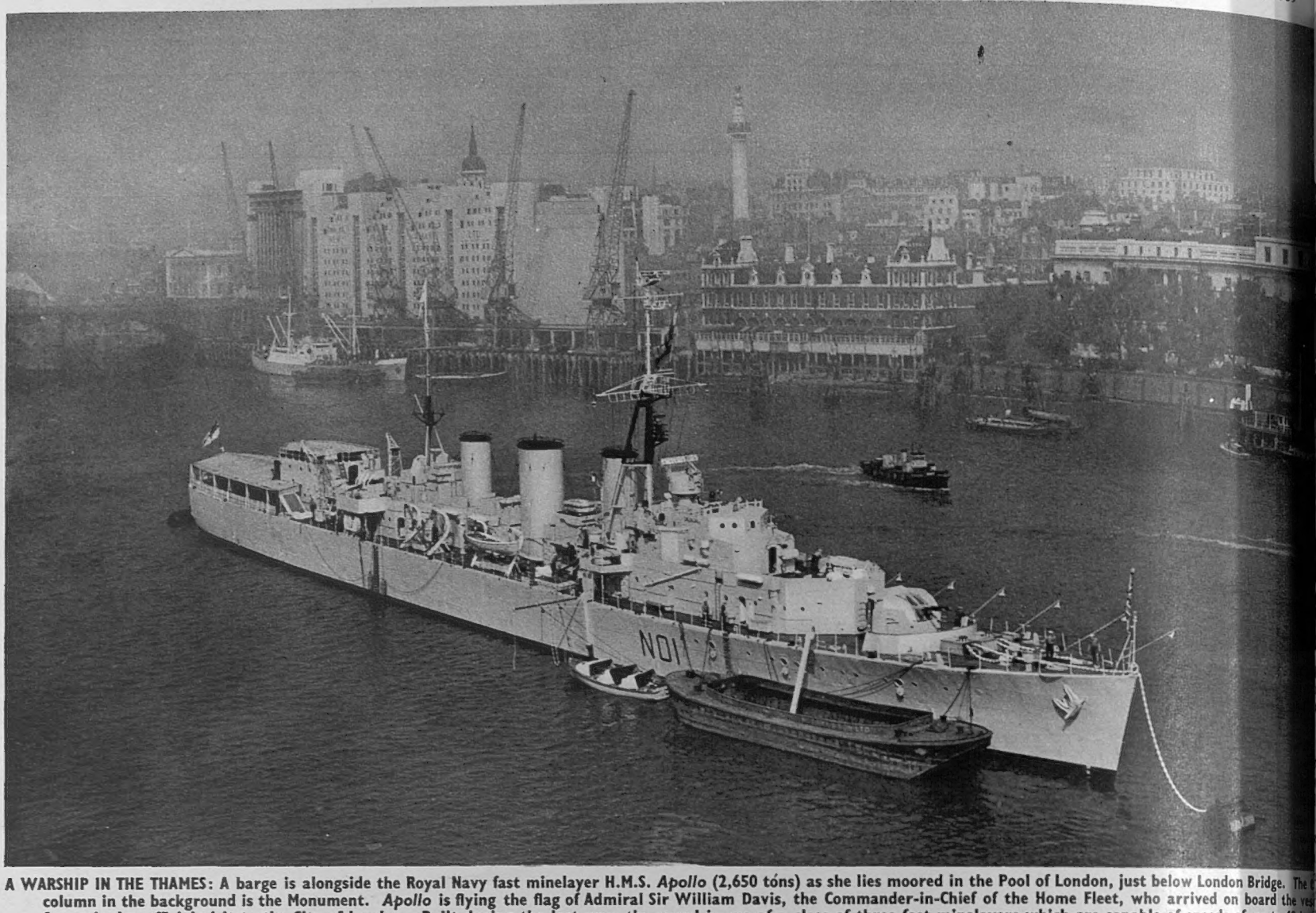


A WARSHIP IN THE THAMES: A barge is alongside the Royal Navy fast minelayer H.M.S. *Apollo* (2,650 tons) as she lies moored in the Pool of London, just below London Bridge. The column in the background is the Monument. *Apollo* is flying the flag of Admiral Sir William Davis, the Commander-in-Chief of the Home Fleet, who arrived on board the ves for a six-day official visit to the City of London. Built during the last war, the vessel is one of a class of three fast minelayers which are capable of speeds of up to 40 kno

A London Newsletter

195-198, STRAND, W.C.2.

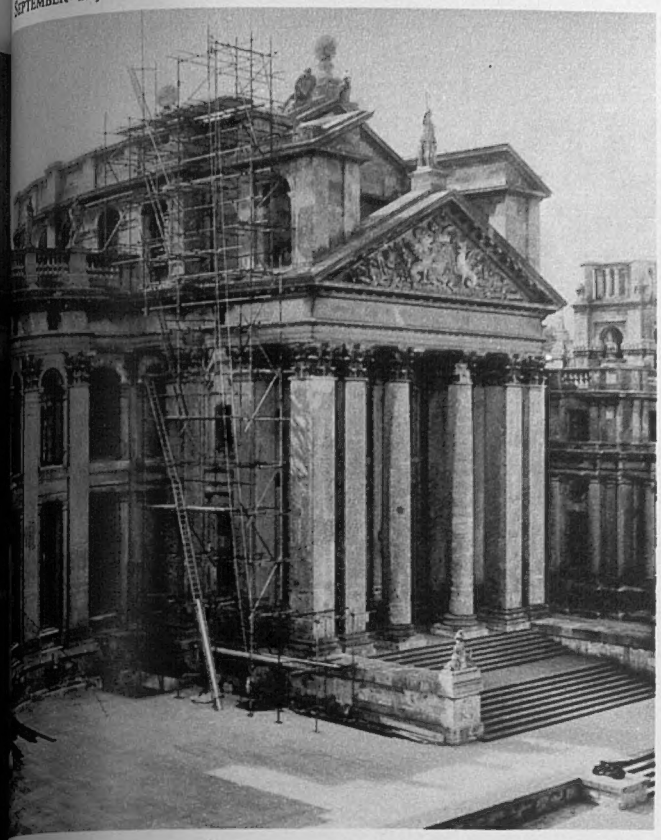
Election Broadcasts—October 8 is not far off and no one can expect that pre-election oratory can be divorced from party strategy. We have most of us had a summer holiday of some sort and chalked it up with three red stars. By all the rules, therefore, we should be resuming our harness fit and keen for the labours of life, and for our responsibilities as citizens. We resume our labours fairly cheerfully. From some of our responsibilities as citizens, we still shy off despite our holidays. In particular, from the citizen's sombre duty these coming weeks to listen to a long succession of party-political broadcasts and to view the faces and gestures of the orators. For myself, this is a plain duty I wish to shirk, and I am not sure whether this news will be a painful surprise to the politicians. I rather think most of them have some "guilty knowledge" that party-political broadcasts are not very popular to-day. Let us face it: for a couple of weeks more you and I will be treated by the politicians as Chawbacons and fed with half-truths, flattery and bromide in the firm belief that we can take it and that it is all we are fit for. The lady assistant-head of B.B.C. Talks admitted last week at Oxford that it was "a serious thing for democracy" that these party-political talks are the most unpopular TV items. Among teenagers, especially: his age-group "appear to think that all politicians are 'phoney' and all politics a bore." There is excuse for that lamentable conclusion of youth which even adults will concede, and all too much of that widespread opinion must be charged to the politicians themselves. I believe that many of them have recently had a glimmer of the truth that it is not *straight* politics which bore us and irritate us, but *party* politics conducted as in the last years they have been on *tu quoque* lines of schoolboy debates at a time when the vital problems of the world can only be approached in a spirit of parties-unity, and when every nostrum propounded is but a restatement of an accepted *cliché*. So it is that no amount of stored sunshine and fresh air will avail us to endure dutifully the coming spate of *clichés* and *tu quoques* issuing from smug and self-satisfied faces unless the speakers take tardy warning from the children and change their technique—they cannot change their faces—and resolve to make election broadcasts less boring and irritating. The children themselves reject the schoolboy technique of controversy.

Disarmament Prospects—General disarmament is not just round the corner. When nations or naughty boys possess dangerous offensive weapons, it is a slow and difficult job to call them in. There is, therefore, no immediate risk for the possessors of being relieved of their delightful and exciting toys. On the contrary, they can go on improving them in frightfulness. NATO is still the supreme authority, the only Westernly accepted executive for calling in these toys, and NATO grinds as slowly as, and less surely than, the Mills of God. So it is hailed as progress in the tortoise race that the Big Four have agreed to set up a new ten-power disarmament committee, equally balanced between East and West, to "provide a forum for a renewal of discussions" on this quite urgent problem. The committee won't start work till the middle of next year at earliest; it must spend a deal of time in thinking out and agreeing on an agenda; it cannot, of course, settle anything of itself, and any formula it may agree must be reported back to the United Nations. Indeed, it will sit, when it does sit, under Mr. Hammarskjöld's provision of facilities. There is, therefore, no pressing need for Annie to hand in her gun. But a gesture that is friendly is better than one that is menacing and the slightest movement of an eyelid is to be preferred to total immobility, when an anxious world is waiting for a drowned man to revive.

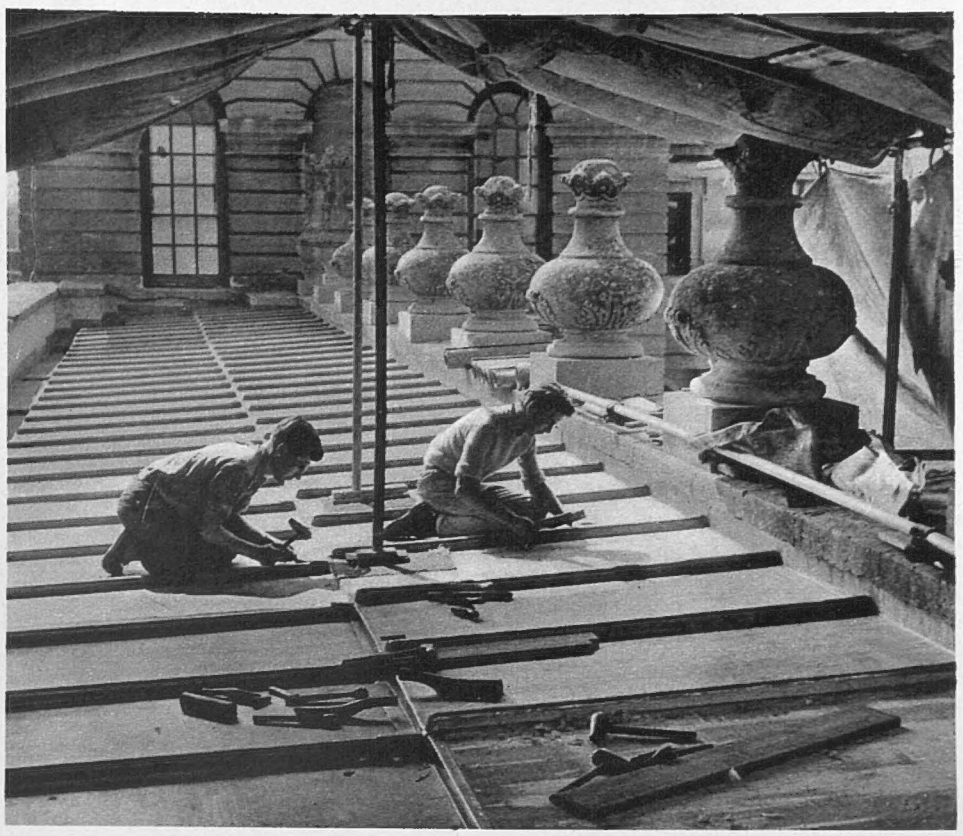
The Law's a H'ass—Lord Chief Justices in recent times, while always strictly and impartially administering the law of the land, have not seldom criticised it to the point of suggesting that they themselves are sometimes Lord High Coachmen compelled to guide an ass. Whether speaking as individuals or as the voice of the Judiciary, both Lord Goddard and Lord Parker have trenchantly trounced the death penalty laws as they stand to-day, have advocated the return of the birch (though not the lash) as a means of countering juvenile and other crimes of violence; and lately Lord Parker, in a private capacity in Vancouver, came out as a warning critic of Mr. Butler's cleaner streets. The odd thing is that these chiefs of our Judiciary so very often echo what the "man in the street," you and I, perpetually criticise in the new humanitarian measures to woo criminals from crime, and I think we have grounds for surprise and anxiety on three counts: it is odd that in recent penal reform so little attention is paid to the advice of the highest authorities who are chosen to administer those laws and whose experience of crime and criminals is obviously greater than that of politicians; how little attention is nowadays paid to the interests of the victims of crime; and how much attention is paid to sentimentalists, cranks, so-called humanitarians and pyscho-analysts and other theorists. In the framing of reforming of our penal code, it seems we have minori rule: on one side (the winning side) the small minority of Parliamentary majority and the "humanitarians"; on t losing side a great majority of the nation "led" by t chiefs of the Judiciary. Yet the losing side, whi is by no means naturally sadistic, possesses the highe experience and the will of the people in massive majorit It champions the victims of murder instead of the murderer

"Musings on Murder"—In that connection I looked up a "slim volume" written by Lord Darlin made up of some articles he wrote for the *Evening New* in 1924 when the movement to abolish capital punis ment began to grow in volume. It was prefaced by a introduction by Lord Morris, ex-premier of Newfoundlan which opened with the sentence: "Lord Darling strikes blow at that mawkish sentimentality which very ofte fills our gaols with heroes." Neither Morris nor Darlin made much use of the argument that the victims of murd deserve some consideration. In 1924, I think, that argu ment was not totally outlawed. Both of them expresse their firm belief that in its finality the death penal whatever statistics may seek to prove, is and always w be a deterrent, and Darling poured scorn in neat, wit and rather highbrow satire on the new notions that crime is the result of mental ill-health beyond the pow of the criminal to control. In my youth at the Bar I w Darling's "marshal" on the Midland Circuit two yea running and whatever one might feel about his levity an limelight effects in civil actions in London, I felt n doubt that as a judge at assizes in criminal cases, he wa very sound, relevant, quick, just and humane. His litt book is worth rescuing. It would have many supporte on the Bench to-day.

Sectional and Unauthorised Strikes—The more I read of sectional and unauthorised strike the more convinced I become that until discipline and sense of responsibility return to unions and all the members, that upward surge of productivity which we a invited to expect (with the luxurious paradise it will brin us all) is moonshine. Suspicion and distrust of the managements is at the root of many of these section strikes and so bitter are they that union authority, where exists, is set aside with the strikers' own obligations their employers. We have good reason to suppose tha the faults are not on one side only. Unhappy relations some great undertakings between employers and employe have notoriously existed for years, and the employee distrust must sometimes be justified by too much and to little information being given out by the management too much *obiter* to the world, too little to the men, whe when they air a complaint, however trivial, complicated o well-based, may justly expect quick investigation, and o



ING BLENHEIM PALACE: Scaffolding stands at the side of one of the entrances to the great building in Oxfordshire. Blenheim Park, with £500,000 to build mansion, was presented to John Churchill, Duke of Marlborough, in 1704.



ON THE ROOF: New lead is being put into place by workmen. The present Duke of Marlborough is receiving a grant from the Ministry of Works towards the cost of the repairs. His ancestor, John Churchill, died two years before the building, designed by Sir John Vanbrugh, was completed.

ways get it. Subversive elements and influences I do not see how the lost ideal chain of authority, nsibility and co-operation can ever be re-established hat suspicion is killed; yet the machinery is there apable of working. Ideally, a sectional grievance, er small in numbers involved and in nature, should up to the men's shop stewards—their " voice " to the gement—and by the stewards be quickly communi- to the relevant union and management, and by the gement as swiftly considered in close co-operation e union concerned, if such consultation is called for. dlock result and strike action become necessary, the of authority is not broken. The union orders and ses the strike, the management has advance informa- enable them to cope with the problems of pending ries and " innocent " men laid off by a partial up, and neither stewards nor workers can be branded steurs or juggernauts. But that chain of authority ver be repaired until, with the utmost sense of y, employers and union chiefs get round a table solve not to separate until authority and discipline stablished and lost respect for a great movement ained.

Back to School—Hosts of boys and girls who been browning their " torsos " for happy weeks on es and commons have gone back to the grindstone owledge. Among them 150 boys and girls from St. , who reckoned themselves Old Boys (or Girls). p back again to the ink-stained desks because there local employment available for any of them. Most n are fifteen plus. This return to school gives swift onvincing point to a warning from Lancashire ning over-population and under-employment which tly " aired," coupled with the name of Malthus. British Association confirms it globally. In some it is a good thing. Better to be in school than to the streets in idleness. No bad thing to increase the d store of education harvested up to fifteen years. d thing that the optimism of school-leavers as to iness for employment should be checked by the ry that employers nowadays demand a much higher rd of education than formerly and a good deal than many of these children attain. But for the on authorities who are anxiously concerned with l places, not such a good thing. If St. Helens is isolated case, such returns to school may knock alculations for six.

Malthus Redux—My own flesh has been g for some years over the horrible discomforts and ts of over-population on the world's face and larly on our little pimple on that face. It was, e it or not, only the other day that statesmen and were praying us all to breed more children if we d to survive in fierce world competition. Now at York at the British Association meeting, the director Zoological Society (appropriately) has arisen as r Malthus to justify my creeps and warn us of the ng danger of over-population. True, you and I live to see his forecast accomplished of one square of space only for every person on earth, and in that ation I don't know if he allowed for emigration to the or the end of death on the roads from sheer lack of to move. Perhaps these two facts cancel each other He tells us that if we don't ration philoprogeniture, nature or war will step in to adjust the balance. A human myxomatosis or a world war for sheer living space will save us from our own blindness. How I revel in the confident contradictions of opinions by the pundits:

> The world is a bundle of hay,
> Mankind are the asses who pull;
> Each tugs it a different way—
> And the greatest of all is John Bull.

The late lamented Bottomley chose that caption for his famous periodical, aptly enough.

Amazing Monument—Stratford-upon-Avon has enjoyed a record holiday season so far, certainly as regards profits from trading brought into that fair town. As for the plays, there will always be criticism so long as there are dramatic critics. Which is as it should be. If " the play 's the thing," it is not the only thing that draws the world to Stratford. The river is still lovely. The peep-shows are as thrilling as ever they were since the legends grew in strength and appeal long after Shakespeare's death and eclipse, when at last Garrick's Shakespearian productions in the mid-eighteenth century put Shakespeare back on the map of Warwickshire, long after William Davenant's mid-seventeenth-century efforts to keep his memory alive in London. It was trade, not literary merit, which was senior partner (and far from sleeping) in the subsequent and swift drive to keep him and Stratford on the map, to award the town Baedeker's maximum cluster of stars; and in that ardent campaign all was considered fair. The birthplace, the chair, the mulberry tree, the Hathaway cottage, and wooden relics as precious and reliable as slivers of the true cross or the bloodstained plank in the *Victory*, all came into existence and grew in authority until relics of the divine poet were far more authentic and numerous than bare facts about his birth and career. Indeed, even now there are only about two incontestable facts for a biography. For my part, the Avon in summer and the plays are quite enough to draw me to Stratford, and if the peep-shows are bolstered up on evidence which Mr. Justice Muddlecombe would reject off-hand, they bring trade in plenty to the town and swell the audiences in the theatre. The romantic past needs encouragement in this space age, and historical romance can seldom stand the strict scrutiny of our judicature.

EXTRACTING PROTEIN FROM GRASS: A jar containing oil from vegetable matter is examined by Mr. I. H. Chayen. Oil is a by-product of the process, developed by Mr. Chayen, of extracting protein from such substances as grass, leaves and nuts. This industrial method by-passes the animal which is now needed to turn grass into edible protein (available in meat). The protein extracted is in the form of a fine powder, tasteless and odourless. It is claimed that 2 ozs. added to such foods as rice or flour would give enough food for one man for a day. Production costs are said to be low.

Nonsuch—Ever since I visited Loseley Park, near Guildford, and there saw in the great hall some magnificent carved panels which came from Henry VIII's palace at Ewell, I have longed to know more of that great house, its life and death and treasures. I believe Reigate Priory possessed a famous oak chimneypiece from Nonsuch. And now the archæologists have laid bare the ground plan and found among the ruins many notable treasures. Those carved panels at Loseley stick in my memory, as the work of a supreme artist who could create vistas of perspective in the medium of graving less than a quarter-inch in depth. It is odd that even Eric Parker in his *Highways and Byways of Surrey* tells us absolutely nothing of its rise and fall, and I believe that there is little literature about the history of Nonsuch. What particularly interests me in the digging is that portable treasures of art of any kind should have been lost in the ruins. That is understandable with Romano-British villas overrun swiftly by barbarians when the legions were withdrawn. It is understandable with great houses burned to the ground, like Cowdray's ruins. I should like to be directed to a history of " vanished " Nonsuch's rise and fall, for none of my reference-books here help me.

Sir Alfred Egerton—" Kink " Egerton (for so his family and friends knew him for sixty years or more) was one of those eminent men whom nobody feared and everybody loved. His modesty was as absolute as his sincerity. Pomposity was not in him; his essential goodness could never embarrass the sinner. He was tolerant, sympathetic and understanding, and he utterly refused to be a lion, as he was entitled to be regarded. But worldly ambition was beyond him. He always preferred to pass in the crowd as a happy and zestful amateur. I knew him and valued his friendship for over fifty years, and though there were long gaps in our meetings as we went our separate ways, always when we met again, we resumed the happy relations created when I first knew him in Morayshire in 1906 when he was " experimenting " in colour photography. I have in my game book one or two of his swiftly dashed-off water-colours of moorland. I think if he had not plumped for chemistry and F.R.S., he might have ended as R.A. A " rare spirit " is a hackneyed phrase, a rare spirit is indeed a rarity. " Kink " Egerton filled the bill.

THE OLD STAGER

INSIDE A SUBMARINE

"Rorqual," the Second of the Porpoise Class

The Porpoise class, the first operational submarines to be designed in the United Kingdom since the last war, are built to undertake continuous submerged patrol in any part of the world. The first of the class was *Porpoise*, completed in April 1958. She was followed by *Rorqual* at the end of last year. The seventh of the eight ships, *Walrus*, is due to be launched next Tuesday by the Duchess of Gloucester.

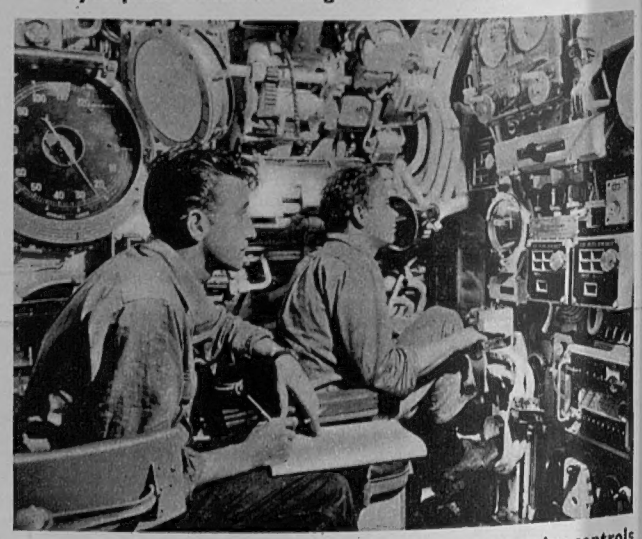
Rorqual is able to remain totally submerged, without even using her snort, for several days. Oxygen replenishment and carbon-dioxide and hydrogen eliminators make this possible. There is also apparatus to distil fresh-water from sea-water and stowage for large quantities of stores and provisions, which enable her to remain on patrol for months without any outside support.

Remaining for any length of time in the confined space of a submarine makes great demands on a crew, more especially when the vessel is capable of months away at sea and several days under water. Amenities have to be of the highest standard. In *Rorqual* there is an air-conditioning plant which provides drying, and either heating for Arctic climes, or cooling for the tropics. There are also strip lighting, laminated plastic and wood panelling, nylon curtains, and foam latex mattresses. Among *Rorqual's* more advanced technical equipment are both air and surface warning radar which can be operated at periscope depth or on the surface.

BRITAIN'S LATEST OPERATIONAL SUBMARINE: H.M.S. *Rorqual* is on the surface of Loch Long, in Scotland, where she was undergoing trials. The second of Britain's post-war-designed submarines, *Rorqual*, completed at the end of last year, is in the Porpoise class of eight ships. She has a standard displacement of about 1,700 tons. The new submarine is capable of remaining under water for several days.

INSIDE "RORQUAL": Wearing earmuffs as a protection against the noise in the confined space, ratings are on watch in the engine-room. *Rorqual* is propelled on the surface or while snorting by diesel-electric drive from Admiralty Standard diesels and by a large battery when she is submerged.

IN THE CONTROL ROOM: *Rorqual's* commanding officer, Lieut.-Commander J. A. G. Evans, R.N., is at the periscope. At the hydroplane controls ratings control the depth of the ship.



A DISPLAY OF MACHINERY: Behind the rating at the engine controls in the control room sits another recording all orders in the log. *Rorqual* has a complement of six officers and sixty-five ratings.

BUILDING BRITAIN'S LARGEST OIL TANKER: A giant crane lowers the funnel of *British Queen* into position at the shipyard of John Brown and Company (Clydebank) Ltd. *Left*—Shipyard workers attend to the huge funnel once it is in position. The launching ceremony of British Petroleum's latest vessel was performed by Queen Elizabeth the Queen Mother last Wednesday.

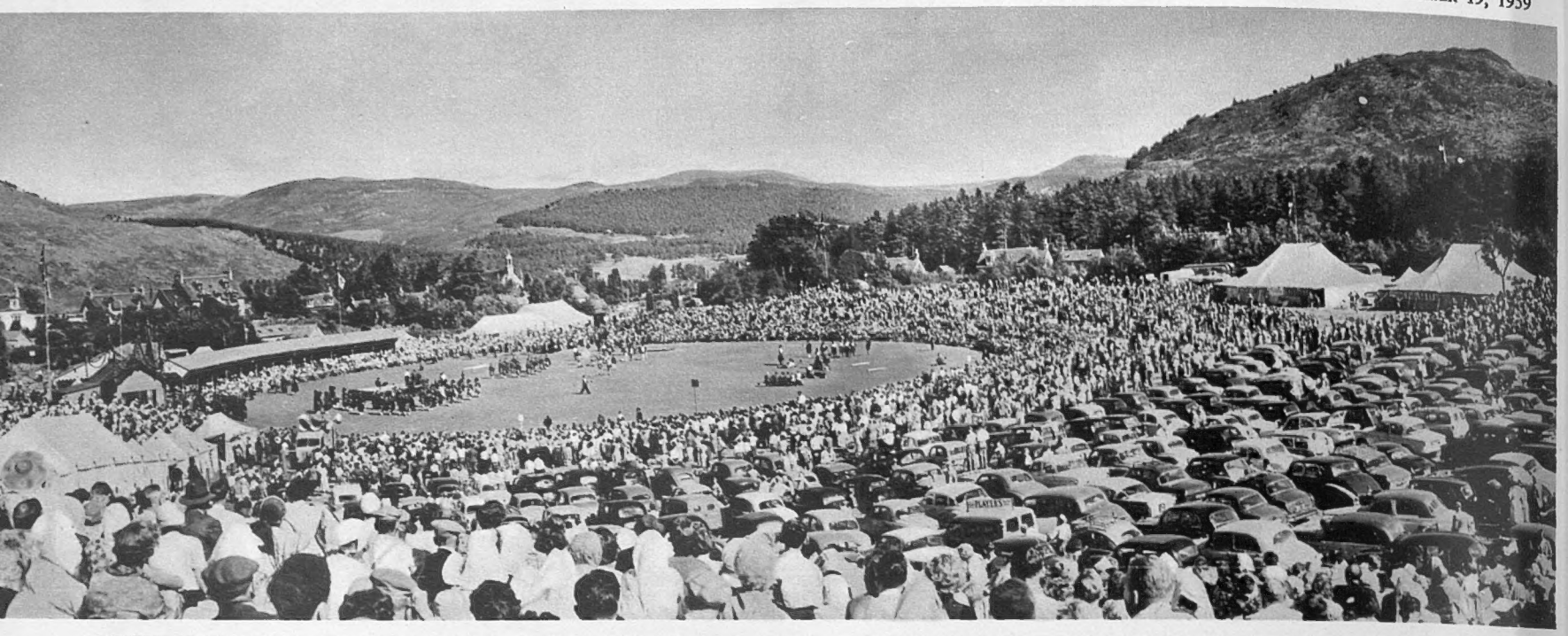
BUILDING "BRITISH QUEEN"

The Largest Tanker Ever Built in Britain on the Stocks at Clydebank

British Queen is being built in the same shipyard as were the *Queen Elizabeth* and *Queen Mary*. She has a deadweight tonnage of 50,000, and is the largest oil tanker to be built in this country. Her overall length is 760 ft. and breadth 97 ft. Propelling machinery consists of steam turbines which, developing 17,600 s.h.p., drive a single screw to give a loaded speed of 15½ knots. She has thirty oil compartments and oil can be pumped into them at the rate of 1,250 tons an hour.

Among the latest navigational aids to be installed in *British Queen* will be radar, a radio-direction finder, v.h.f. radio-telephone, and automatic speed, distance and draught indicating equipment. One of the principal features of the tanker, apart from her size, which is by no means uncommon nowadays in the world's fleet, will be the crew's accommodation. Excepting apprentices and boys, all the ship's seamen, engineers and officers will have single, air-conditioned cabins, and for a number of senior officers there will be private bathrooms. Among amenities for all personnel will be a swimming-pool, aft on the boatdeck.

The latest of the new vessels being built for the B.P. Tanker Company, *British Queen*, begun two years ago, forms part of the company's huge rebuilding programme, amounting to some 2,000,000 tons deadweight of shipping. John Brown are playing a large part in this programme and among tankers building or on order for B.P. at their shipyards are two of 65,000 tons.



A RECORD CROWD ATTEND THE BRAEMAR GATHERING: A general view of the scene in the Princess Royal and Duke of Fife Park on Deeside during the Highland Games attended by members of the Royal Family and more than 25,000 other people. The sun shone throughout the Games to make it one of the hottest days in the recent history of the Gathering. The Royal party from Balmoral arrived in the afternoon and stayed for about 90 minutes. On arrival at the Gathering they drove in open cars round the arena and were welcomed by the Lord-Lieutenant of Aberdeenshire. The Queen was not present. After the march-past of massed pipe bands and the subsequent competitive events the Queen Mother presented various prizes.

BRAEMAR IN THE SUN

The Royal Family and Record Crowds at the Annual Gathering on Deeside

OUTSIDE THE ROYAL PAVILION: The Duke of Edinburgh, the Prince of Wales, the Queen Mother, Princess Anne and Princess Margaret sit in the shade. It was the first time for several years that the Royal party had sat outside the Pavilion. Both the Duke and his son wore the kilt. As well as listening to the pipes the Royal party saw dancing and athletic events.

AN AMUSING MOMENT: The Prince of Wales and Princess Anne stand in the Royal Pavilion during one of the events. *On right*—A young girl presents a bouquet to the Queen Mother. Another was presented for the Queen.

THE NEWS IN PICTURES

DEFENDERS OF BHUTAN: Soldiers of the army of the little-known state at the north of India are formed up for drill. Bhutan is closely concerned in the current frontier dispute between India and China. Unlike its neighbour Sikkim, which is a protectorate of the Republic of India, Bhutan is independent, except in matters of external affairs. Under a treaty of 1949, the Government of Bhutan agreed to be guided on foreign policy by India, which also provides an annual subsidy to the 700,000 Bhutanese people.

DISCUSSIONS IN NEW DELHI ON THE INDIAN-CHINESE CRISIS: Mr. Jigme Dorji, the Prime Minister of Bhutan, and his wife arrive by air from Gangtok. His presence for talks with Mr. Nehru was taken to indicate the anxiety of the Bhutanese authorities over Chinese intentions towards their country. During the Tibetan rising earlier this year many refugees escaped through Bhutan.

On right--

THE CHINESE PREMIER GREETS A VISITOR: Mr. Chou En-lai makes a speech of welcome to Mr. Mohammed Zaim, the Deputy Prime Minister and Foreign Minister of Afghanistan, at the airport in Pekin. Mr. Zaim made a visit to China as that country's dispute with India grew more acute. His Government was expected to hear India's view this week during the visit Mr. Nehru was due to make to Kabul.

AN ACADEMIC HONOUR FOR THE RETIRING WEST GERMAN PRESIDENT: Professor Heuss (left) has the title of Honorary Senator of the University of Bonn conferred on him by the Rector, Professor Steudel, at a ceremony in the university. Last week-end Theodor Heuss ceased to be President of the German Federal Republic. He was the first to hold that office, being elected in 1949 and re-elected five years later. He has retired to live near Stuttgart. It is hoped he will write his memoirs. The new President, Dr. Heinrich Lübke, was formally installed on Tuesday of this week.

DISAPPROVAL OF MR. KHRUSHCHEV'S VISIT TO THE UNITED STATES: Placards and banners recalling Soviet policy in Hungary and the Ukraine are held up at a rally in Philadelphia. The gathering was organised by a number of American religious and refugee groups shortly before the Soviet Premier arrived for his tour of America. Protests against his visit were reported from other parts of America. However, according to public opinion polls, a very considerable majority of the American people were in favour of his coming to see them. Mr. Khrushchev was due in Washington last Tuesday. Security precautions had been made on a scale unprecedented even by American standards. Although Congress is in recess, Mr. Khrushchev was to meet the Senate Foreign Relations Committee.

IMPORTANT DECISIONS FOR THE FUTURE OF THE FRENCH COMMUNITY: President de Gaulle stands with members of the French Cabinet and African Premiers during the fifth meeting of the Executive Council of the French Community in Paris. Wearing a cassock is the Abbé Fulbert Youlou, the Premier of Congo. The proceedings of the two-day discussion were secret but it was understood that several important decisions were taken, including approval for French nuclear tests to be held in the Sahara. It was believed General de Gaulle outlined his plans for the future of Algeria, which he was expected to reveal publicly on September 16.

THE NEWS IN PICTURES

CIVIL WAR IN ARGENTINA AVERTED: The country's new War Minister, General Larcher (left), is seen with the reinstated Commander-in-Chief, General Toranzo Montero. Events moved very rapidly during the short Army crisis which threatened to plunge Argentina into civil strife. After it had been announced by the then Minister of War, General Elbio Anaya, that General Castaneiras had replaced General Montero, President Frondizi ordered tanks to prepare to move into Buenos Aires. General Montero installed his headquarters in the Army Mechanical School and stated he was still in office. When it was seen that he had the support of most of the Army, Navy and Air Force, President Frondizi reinstated General Montero and General Larcher became War Minister.

TANKS IN THE STREETS OF BUENOS AIRES: Watched by the crowds, armoured vehicles move through the capital of Argentina. During the crisis, President Frondizi ordered fifty-eight tanks into the city and machine-gun posts were manned. The tanks were halted in the suburbs without a shot being fired.

THE FORMER SYRIAN PRESIDENT'S VISIT TO GERMANY: On his arrival at Frankfurt Airport, Shukry el Kuwatly speaks to the crowds welcoming him. He was paying a short visit on the invitation of the German Federal Government. Formerly the President of Syria, Shukry el Kuwatly became First Citizen of the United Arab Republic when Syria and Egypt were merged following the proclamation of February 1, 1958. After Colonel Nasser became the first President of the U.A.R., President Kuwatly resigned. Recent official decrees are regarded as having brought the eventual economic union of Egypt and Syria a little nearer.

On left—

SEARCH FOR THE MISSING VICTOR: Royal Marine Commandos examine the rocks at the base of the cliffs of the Pembrokeshire Coast for fragments of wreckage of the R.A.F. Victor II, which disappeared while on a routine flight on August 20. One of the biggest naval searches in recent years was started. Some time later two fragments found on the Pembrokeshire coast were identified by Ministry of Supply technicians as parts of the bomber. Besides soldiers searching the coastline, R.N. frigates and helicopters have been used in attempts to discover traces which might help technicians to find the cause of the bomber's disappearance. The Victor II is designed to carry the stand-off bomb. The aircraft is still on the secret list.

STORMS AND FLOODS IN ITALY: Debris litters a square in Ancona, on the Adriatic Coast, after torrential rain transformed the streets into torrents and caused the drains to burst. Much of the lower part of the town near the railway station was under 6 ft. of water and mud. Some motor-cars were swept into the main hall of the station. Seven people were killed in Ancona, bringing the total killed by the storms in Central and Southern Italy to at least eleven in one week-end. There were fears that some of the people reported missing might also be dead. The railway line from Ancona to Bologna was cut and trains were re-routed. Carabinieri were sent to help firemen and the local authorities in rescue work, and relief measures were instituted by the Red Cross and Government.

A MOTOR-TORPEDO-BOAT GOES BY LAND: A 17-ton torpedo-boat, fastened on to a lorry, is transported along the route from Haifa to Eilat, in the south of Israel. The operation was carried out by Israeli forces as the use of the Suez Canal was denied to Israel. The vessel was added to the naval force stationed at Eilat to safeguard the freedom of passage through the Gulf of Aqaba, to replace a frigate delivered to Ceylon. The move by the overland route took 48 hours.

THE NEWS IN PICTURES

DEMONSTRATIONS IN MALTA: On the island's National Day, hundreds of men and women march through the streets of Valetta, led by a uniformed labour brigade. Thousands of Maltese joined in the demonstrations which were called by Mr. Dom Mintoff to protest against British colonial policy concerning Malta.

MARCHING INTO VALETTA: Carrying banners, workers demonstrate in the streets of the capital of Malta, on the island's National Day. Many of the islanders supported a "human rights" resolution which was to be sent to Mr. Macmillan and protested against "British colonial oppression." The rally was called by the Labour Party leader, Mr. Dom Mintoff, who told the crowds, "We will fight for independence until we wear the British out." He affirmed, however, that his policy remained one of non-violence. Mr. Mintoff obtained a show of hands for a resolution which reminded Mr. Macmillan of "the promise by the House of Commons that the absolute colonial regime imposed . . . be of short duration." The resolution requested the British Government to respect the United Nations Charter and Declaration of Human Rights by allowing the Maltese to have the right of self-determination.

NEW MINISTERS IN THE CANADIAN CABINET: At Government House, Montreal, are, from left, Mr. P. Sevigny, the new Associate Minister of Defence; the Rt. Hon. Vincent Massey, then Governor-General of Canada; Mr. Diefenbaker, the Prime Minister; and Mr. D. J. Walker, the new Minister of Works. The occasion was the swearing-in ceremony of the new Ministers. Mr. Sevigny is the youngest member of the Cabinet. These two appointments brought the Cabinet up to its full strength of twenty-three. Last week-end, Mr. Vincent Massey retired at the end of his seven-year term as Governor-General. He was succeeded by General Vanier.

On left—

MR. DOM MINTOFF: The leader of the Maltese Labour Party addresses the crowds on National Day. He threatened that Malta "would withhold co-operation in peace and war from the British people until such time as the British domination comes to an end." The Malta Labour Party called for a boycott of the official celebrations of National Day. Mr. Mintoff entered Valetta within the ranks of the newly-formed Labour Party Brigade and laid a wreath, which bore the label "Enslaved Malta pays homage," at the foot of the national monument.

PATROLLING IN NORTHERN RHODESIA: Mounted policemen ride along a railway line to the south of Lusaka on guard against sabotage. *Right*—Police leave a trolley car to investigate a report that someone was lurking in the bush. Such trolley cars precede all passenger and important goods trains on main lines. Although the situation in Northern Rhodesia was reported to be much quieter police patrols along the railway lines continued. Additional powers were granted to allow any person found on the lines without good reason to be detained in prison. In London it was announced that Lord Monckton of Brenchley had been appointed chairman of the advisory committee to be set up in preparation for the review of the constitution of the Federation of Rhodesia and Nyasaland next year. Much of the turbulence in Rhodesia and Nyasaland in recent months was put down to fears that under Federation, British protection would be withdrawn.

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THE NEWS IN PICTURES

LABOUR LEADERS RETURN FROM MOSCOW TO LAUNCH THEIR ELECTION CAMPAIGN: Arm in arm with Mr. Gaitskell and Mr. Bevan is Mrs. Barbara Castle, the Chairman of the Labour Party, who had met them on their arrival at London Airport from Russia. In the background between Mr. Bevan and Mrs. Castle is Mr. Mikardo, Vice-Chairman of the Party. The Opposition leader and his "shadow" Foreign Secretary postponed a visit to Poland and came back immediately from Russia when they heard the news of the election date. At London Airport Mr. Gaitskell said Labour accepted Mr. Macmillan's challenge that the main reason for the election was to decide who should represent Britain at a Summit conference. "We believe," said Mr. Gaitskell, "that our party's claims are very strong." He went on to refer to Labour's domestic policies and declared that his party would win the general election if they fought hard, especially in the marginal seats.

MR. GAITSKELL EXPOUNDS HIS VIEWS: He talks during a series of Press, radio and television interviews at London Airport. Standing behind him is Mr. Morgan Phillips, Secretary of the Labour Party. Mrs. Gaitskell is seated in background on Mr. Bevan's right.

On right—

THE OPENING OF THE TRADES UNION CONGRESS: Mrs. Barbara Castle, Chairman of the Labour Party, conveys the fraternal greetings of the party to T.U.C. delegates at Blackpool. On left is Mr. Robert Willis, General Secretary of the London Typographical Society and President of the T.U.C., and, on right, Sir Vincent Tewson, General Secretary of the T.U.C. On the following day the announcement by Mr. Willis that the General Election date had been fixed for October 8 was received with loud applause. At the invitation of Congress, Mr. Gaitskell flew to Blackpool and addressed the delegates.

ADVOCATE OF THE OFFICIAL LINE: Mr. W. J. Carron, of the Amalgamated Engineering Union, moves a motion at Blackpool supporting the joint Labour Party-T.U.C. General Council plan for a non-nuclear club. Mr. Cousins, of the Transport and General Workers Union, moved the rejection and advocated instead unilateral nuclear disarmament by Britain, if the Labour Party came to power. Mr. Carron's motion was carried by 5,214,000 votes to 2,690,000.

THE PLACATORY CONTROVERSIALIST: Mr. Cousins (right) sits over a cup of coffee with Sir Tom O'Brien, M.P. (left), the General Secretary of the National Association of Theatrical and Kiné Employees, and Mr. Dave Farelly, President of the N.A.T.K.E. After his defeat over the H-bomb Mr. Cousins pledged his support to Labour in the Election and declared it was a sign of their strength that the nuclear question could be publicly debated.

REPRESENTATIVES OF IMPORTANT INTERESTS: Sir Thomas Williamson (left), General Secretary of the National Union of General and Municipal Workers, chats with Mr. Harry Douglas, of the Iron and Steel Trades Confederation. Mr. Douglas spoke in support of Mr. Carron and the non-nuclear club in the Congress. He said that unilateral disarmament would do away with the dangers of the H-bomb.

World Affairs

THE SAD TANGLE OF ASIA

By JOHN CONNELL

THE Chinese are in a stubbornly aggressive mood. How long it will last and what its consequences will be cannot easily be predicted. Anyone who points out—as I do, from time to time—that the prime cause of the present melancholy turbulence in Asia is the precipitate withdrawal of Western Imperialism is bound to be rebuked, in the most high-minded manner, for his reactionary nostalgia for a surrendered power. Oddly enough, in most men who think and feel as I do, the acceptance of the fact of withdrawal and its results is absolute; what we grieve over on occasions is not a lost rulership but an inability any longer to serve and help.

It is sad to stand by and watch chaos, disunity and corruption spreading in Asia, and Chinese Communist aggression notching up victory after victory. There is no satisfaction at all in seeing one's most sombre prophecies being fulfilled. It is worthy and laudable that there should be an Anglo-Tibetan Society. I am prepared to give benevolent consideration to the suggestion that a number of Tibetan exiles should be settled in northern Scotland, though I am not sure that Sir Robert Urquhart and the Crofting Commission are likely to go all the way with me, and I think that some of the effects of this immigration on the social and cultural habits of Sutherland and Ross and Cromarty might be a little surprising.

But it has grimly to be admitted that there is little or nothing of practical advantage that the Western Powers can do either about the subjugation of Tibet or about Chinese incursions into and warlike actions on Indian territory, and that their gestures towards any solution of the Laotian tangle can be little more than formal.

Mr. Nehru's critics in India—they are numerous nowadays and very vociferous—liken him to Neville Chamberlain at the time of the Nazi occupation of Prague in March 1939. Nehru, they say, has now seen his carefully built-up policy of appeasement crumble in ruins, and he has—like Chamberlain—no effective alternative policy of resistance to offer, because in his heart of hearts he lacks the will to resist. Though I admit that the analogy has force and relevance, I wonder if it is entirely accurate.

It is true that India's experiences in recent months are the third major example in modern history of the catastrophic results of attempting to appease an unappeasable aggressor: Chamberlain and Hitler, Eden and Nasser, Nehru and Mao. In each disaster there is an element of personal vanity; but all three have been by-products of the liberal tradition in British politics and of the English public school system. Nehru in his relations with the Chinese Communists behaved just as Chamberlain did with Hitler and Eden did with Nasser, and was gulled just as they were gulled. His policy was an expression, on the high diplomatic and strategic plane, of the code of behaviour which he acquired from the English traditions and the extremely Anglicised environment in which he grew up. Mao, like Hitler and Nasser before him, has nothing but contempt for this seemly and agreeable code.

Nehru, however, has other attributes than his background of Harrow and Trinity College, Cambridge. For Chamberlain and for Eden the moment of searing revelation—Hitler's seizure of Prague, Nasser's nationalisation of the Suez Canal Company—was the moment of doom; there was only one stony road for each of them to take thereafter, and all alternatives had disappeared.

Nehru, an Asian dealing with Asians, is tougher, more agile and perhaps more fortunate, though he has landed himself with one serious disadvantage which both Chamberlain and Eden were spared: he has his dark familiar, Krishna Menon (with whom Chamberlain's pitiful Sir Horace Wilson is not to be compared). One of the more robustly encouraging aspects of the whole situation has been the complete exposure of Krishna Menon in the eyes of the vast majority of his fellow-countrymen. They know him now for what he is, and they dislike and distrust him extremely. Yet Nehru has retained him in office, and in doing so has been able to survive the storm and scandal which arose over Menon's relations, as Minister of Defence, with the three Service chiefs.

The adroitness and skill of Nehru's political manœuvring throughout this crisis, which was only part of the bigger crisis provoked by Chinese attacks on Indian outposts in Ladakh and in north-eastern Assam, are breathtaking. But it is possible that he may have secured his temporary triumph at very heavy cost, especially in its effect on the morale and loyalty of the armed forces. The fashionable explanation of his praise of Menon, who has done nothing but meddle and make mischief ever since he became Minister of Defence, and of his open and chilling rebuke to General Thimayya, the Commander-in-Chief, is that he wanted to prevent any possibility of a military *coup d'état*, on lines made familiar in other Asian countries—not least Pakistan. This is quite inaccurate: what he has done is to humiliate and weaken the authority of an able, loyal and completely non-political officer; to smooth the path of unscrupulous political adventurers dressed up in soldiers' uniform.

And this is only one among the many troubles that afflict Nehru at the moment: Kerala is still a festering sore, and a state of famine or near-famine in Calcutta and the surrounding districts has been relentlessly exploited by the Communists. To me, and to others of my generation, there is a strange familiarity about the Calcutta crisis. Just sixteen years ago I spent a disillusioning and unhappy month in Calcutta, when the 1943 famine was at its height. My task, as a senior military Press censor, was an infelicitous one: every night, under the strict instructions of the Bengal Government of that time, I had to change the word "famine" in every outgoing despatch filed by every foreign correspondent in Calcutta (there were a great many) to the words "grave food shortage." Nightly I walked to my office from the Great Eastern Hotel through streets on whose pavements sprawled the starving and the homeless. My first duty as soon as I reached my desk was to ring up the police and ask them to take away the dead and the dying—ten or twelve each night—who had crawled to take refuge on the dark office stair.

This is a facet of the East in transition which I, for one, would like to see changed as quickly and as radically as possible—but not in the way that the Communists propose. Yet until lately Communist principles and Communist techniques had an obvious insistent appeal for the "uncommitted" nations of Asia. It is interesting and soberly heartening to reflect that the Chinese Communist leaders, by their recent actions, have done more harm to the cause which they serve with dour but total devotion than any amount of Western effort, propaganda and persuasion could have achieved. They have shown their hand openly and contemptuously; and this—in the light of their long-term strategy and not merely of any inconvenience it may cause Mr. Khrushchev in his boisterous flirtations with the Atlantic Alliance—is highly imprudent of them. It is not the first time, even in this century, that China's rulers, in their arrogant ignorance of other countries, have radically misunderstood a political situation and have based their actions on a fantastically faulty appreciation of realities in the outside world.

They seem to have acted far more astutely over the extraordinary tangle in Laos, which they themselves created, which it is greatly to their interest to preserve. Any commentator on international affairs is well advised to be cautious and diffident about Laos. It was characteristically sensible of Mr. Selwyn Lloyd to decide—regardless of the fate of the United Kingdom's very proper proposal to the Security Council that a fact-finding mission should be despatched to Laos—to send Sir Robert Scott to try to discover at least some of the truth about this excessively complicated imbroglio. A better qualified *rapporteur* there could not be, but even this sagacious and experienced official may be baffled by Laos.

Vientiane, the ramshackle capital of this ramshackle and restless country, is not a place, I suspect, in which at present the truth is a commodity in copious supply. If there has been and still is "heavy fighting," which is what the Royal Laotian Government have claimed, it has not been in or near the capital, but in the provinces of Sam Neua and Phong Saly. Since there is not a railway in the whole country and such roads as exist are narrow and bad, the chance of a distinguished foreign observer getting out of the capital and into the remote—and doubtless strife-torn—countryside is small. Sir Robert Scott, or indeed any mission that the U.N. may send, must take such information as the authorities in Vientiane choose to supply. The Russians, of course, through the Chinese, have their own sources of information. They made it clear, at the Security Council last week, that they wanted the international supervisory commission—originally established by the Geneva Conference of 1954—reactivated, though it is difficult to see what, in view of the Royal Laotian Government's attitude to it, the commission could now hope to achieve.

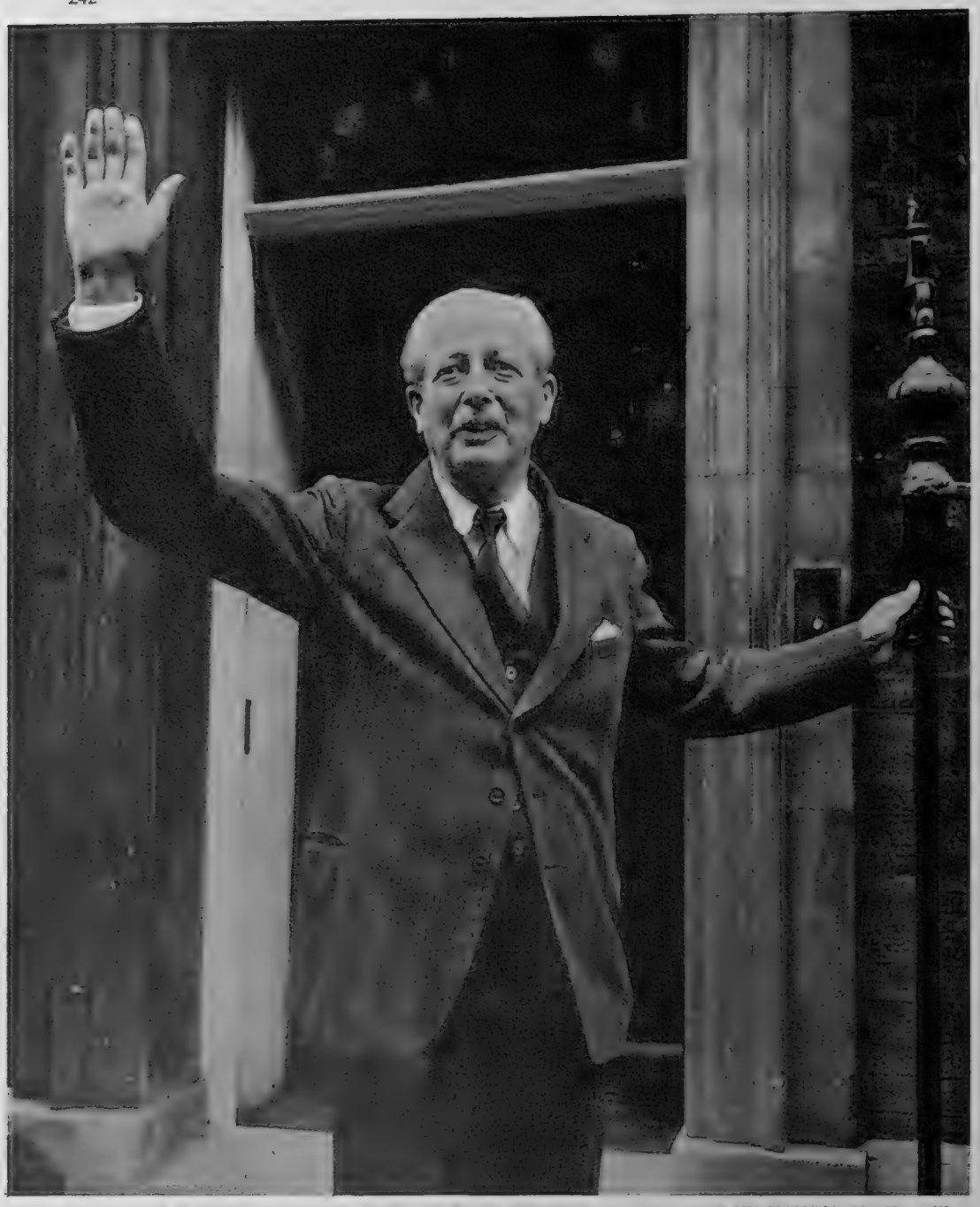
VIOLENCE IN LAOS: *Left*—A ten-year-old boy carries his father's sub-machine-gun. He and his companion were stated to be fugitives from a Communist rebel attack on the North Vietnam border. *Right*—Communist Pathet Lao troops march through Sam Neua in 1958—they were said to be training to join the Royal Laotian Army but deserted.

The Soviet Union obviously has no particular wish at this moment for a major international crisis; but the Russians want to help, not to affront, their Chinese allies, and they would certainly like as much of Laos as possible to be under Communist control. They can probably best help the Chinese by a continuation of the tactics which they have adopted: an attitude of pained and slightly puzzled correctness in the Security Council and (if necessary) in the U.N. General Assembly, combined with under-the-counter support for any action which the Chinese take—provided it is not too outrageous. A murky muddle such as the Laos emergency offers every sort of opportunity for the fruitful and protracted employment of these tactics. The factor essential for their success is impenetrable confusion. Korea was a simple issue compared with the problems of the succession states in what was once French Indo-China.

The pictures on this page, sent from Laos on the day that the Security Council began its long procedural wrangle, seem to me to contain the heart of the whole dismal matter. One is of a ten-year-old boy carrying a sub-machine-gun; he is, so the caption says, a fugitive from a Communist attack on his village. The other is of Communist Pathet Lao troops training to join the Royal Laotian Army. The accompanying caption is brief: "They deserted." They are not, I fear, the only deserters.

DRAMA IN DOWNING STREET

A Survey of Ministers Gathering for the Formal Decision on the Election Date



THE PRIME MINISTER RETURNS TO DOWNING STREET AFTER HIS INTERVIEW WITH THE QUEEN AT BALMORAL: Mr. Macmillan waves as he enters No. 10 on his return from Scotland. He had seen the Queen and asked for a dissolution of Parliament. This news was not announced until a Cabinet had been held, at which he informed his colleagues he had chosen October 8 as the date for the General Election. The official statement, issued according to custom by the Prime Minister, stated: "From the point of view of home affairs there is no reason why a General Election should not be held this autumn. But . . . important international negotiations lie ahead. It is clearly right that the people should have the opportunity of deciding who are to represent them in these negotiations." Last week Mr. Macmillan was at a Press conference on the Conservative manifesto.

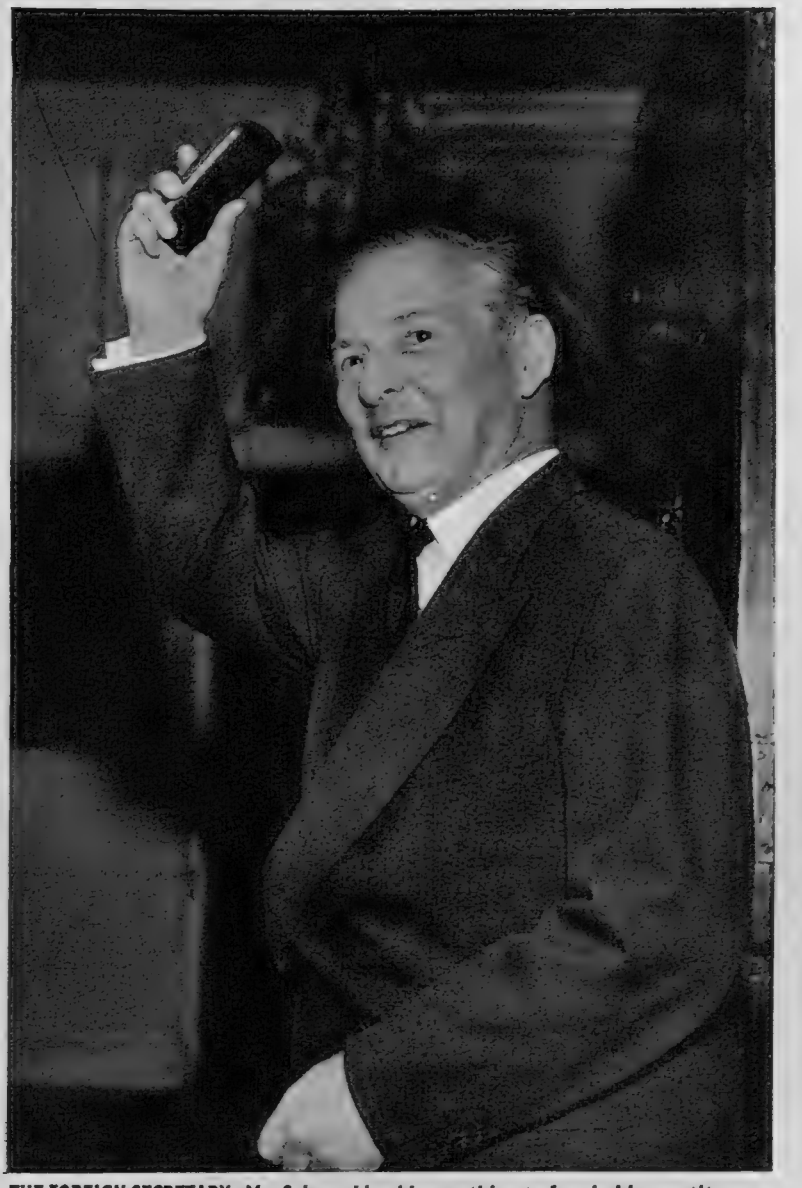
THE HOME SECRETARY APPEARS CONFIDENT. Waving a walking-stick Mr. Butler is watched by the crowd in Downing Street as he arrive for the vital Cabinet meeting. In Coalition or Conservative Govern ments he has had long experience of ministerial posts, having firs held office as Under-Secretary in the old India Office in 1932. H was elected M.P. for Saffron Walden in 1929. Mr. Butler i regarded by many as the architect of post-war Conservative policy

THE COLONIAL SECRETARY—ONE OF THE CONSERVATIVE PARTY'S MOST POWERFUL DEBATERS: Mr. Alan Lennox-Boyd was appointed to his present office by Sir Winston Churchill in 1954. His Ministerial experience includes the Departments of Labour, Home Security, Food, and Transport and Civil Aviation. In dealing with Colonial Affairs—one of the most important portfolios in a present-day British Government—he has established himself as a foremost Parliamentarian. His seat in Mid-Bedfordshire, which he has held since 1931, may be marginal if a Liberal intervenes.

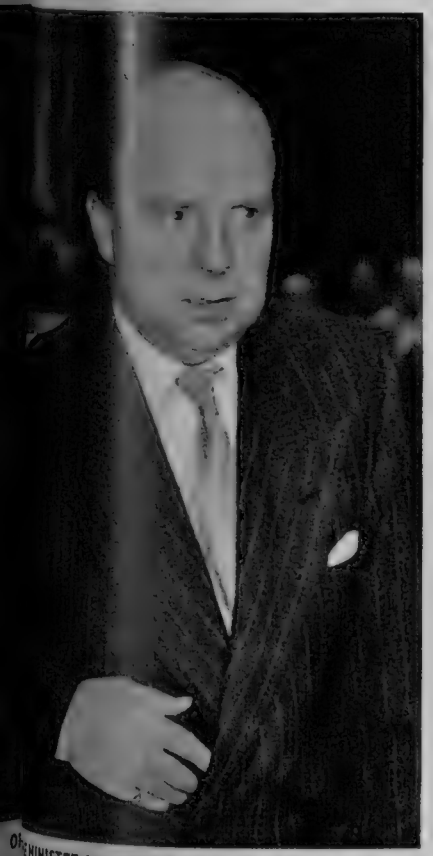
THE MINISTER OF DEFENCE: Mr. Duncan Sandys, a son-in-law of Sir Winston Churchill, has also been Minister of Works, Minister of Supply and Minister of Housing. He has a phenomenal capacity for hard work and is known as a Departmental Chief who "makes his own decisions." In his present ministry he has run into controversy over Britain's Defence policy. M.P. for Streatham, he has a majority of over 12,000.

THE PRESIDENT OF THE BOARD O TRADE: Sir David Eccles has bee M.P. for the Chippenham Divisio of Wiltshire since 1943. He wa knighted for his work as Ministe of Works at the Coronation. H has also been Minister of Educatio

LORD PRESIDENT OF THE COUNCIL AND CHIEF OF STAFF OF HIS PARTY'S CAMPAIGN: Lord Hailsham is cheerful as he walks along Downing Street to the Cabinet. As Chairman of the Conservative Party Organisation he has a vital task in the election; being responsible for the overall campaign of his party. Much depends on his direction whether the 35,399,232 electors in the United Kingdom return the Conservatives to power. It is expected that when nominations close on September 28, both Conservative and Labour parties will be contesting almost all of the 630 seats in the Commons. For both parties one of the major problems is the effect of intervention by Liberals who are expected to stand in over 200 seats.



THE FOREIGN SECRETARY: Mr. Selwyn Lloyd has nothing to fear in his constituency, Wirral, Cheshire, where he had a majority of over 17,000 at the last election. He has been Foreign Secretary for four-and-a-half years. Closely associated with Sir Anthony Eden in the Suez policy, which split the Conservative Party and the country, Mr. Lloyd has since 1957 slowly but steadily established a sound reputation as Head of the Office. Even his most virulent opponents in Parliament admit he brings a valuable experience and great diplomatic skill to international conferences.



MINISTER OF LABOUR: In dealing with industrial relations Mr. Iain Macleod has one of the hardest assignments. After a distinguished military career in the war he joined the Conservative Party Central Office's Home Affairs Research Department in 1946 and was elected Member for Enfield West nine years ago.

THE LORD CHANCELLOR: Lord Kilmuir has held this office since 1954. As Sir David Maxwell Fyfe he was M.P. for over twenty years for the West Derby division of Liverpool. A lawyer of great distinction, he was Deputy-Chief Prosecutor at the Nuremberg War Criminals trial after the war.

THE CHANCELLOR OF THE EXCHEQUER: Mr. Heathcoat Amory became Chancellor of the Exchequer when Mr. Peter Thorneycroft resigned over differences with Mr. Macmillan on economic policy in January 1958. Last week the Chancellor was one of the first Conservative Ministers to make a speech in the election battle. At Launceston, in his Devon constituency, he told his audience that the choice at the polls would be between "freedom and opportunity for the individual" and "the all-pervading power of a bureaucratic Socialist state."

THE CALLAS INCIDENT

The Opera Singer in Milan; Separation from Her Husband

While a reconciliation seemed to be in progress between Madame Maria Callas and La Scala Opera House, in Milan, a rift was reported in her personal affairs. Press stories linking her name romantically with the Greek shipowner, Mr. Aristotle Onassis, appeared and were repeatedly denied by both parties. It was later announced that Madame Callas was seeking a judicial separation from her husband Signor Meneghini.

Her husband was reported to have claimed £600,000 to agree to a separation by mutual consent and Madame Callas's lawyers to have offered about a third of this amount. The claim was based on the fact that, in 1949, when they were married, Signor Meneghini wound up his own business in Milan to attend to his wife's affairs. The opera singer, who is thirty-six years old, became successful after her marriage.

Recently, at La Scala Opera House, in Milan, Madame Callas has been recording *La Gioconda*. It was reported that she had been invited to sing there in January. Last year she did not sing at Milan, nor at several other Italian opera houses, because it was feared that there might be a repetition of the scene at Rome when she stopped her performance in the middle of a gala attended by Signor Gronchi, the Italian President.

MADAME CALLAS AND FRIENDS: Sitting on the left in the back seat of the car is Mr. Onassis as he drives with Madame Callas and companions from La Scala Opera House, Milan. Madame Callas had denied reports that Mr. Onassis was involved in her separation from her husband.

OPERA SINGER AND SHIPOWNER: Madame Maria Callas and Mr. Aristotle Onassis (right) are interviewed by a journalist as they leave La Scala Opera House, in Milan. The highly controversial soprano had been recording *La Gioconda* at the opera house. Recently she stated that she was seeking a legal separation from her husband, Signor Meneghini.

On left—

INTERVIEWING A PRIMA DONNA: Madame Callas answers the questions of a Milan journalist on reports of a romance between her and Mr. Onassis. Both have denied the reports.

MRS. ONASSIS AND FRIENDS: Grouped together in Venice during the recent film festival are, from left, Madame Jeanne Palli, from Athens; Countess Quintanilla, from Madrid; Miss Elsa Maxwell, from Hollywood; and Mrs. Tina Onassis, the wife of the Greek shipowning millionaire.

IN LONDON: Madame Callas and her husband Signor Meneghini pose during their visit to this country last year. Signor Meneghini gave up his own business when he married Madame Callas to become her manager.

A GIFT FROM THE NATIVES OF AUSTRALIA: A painted aborigine, seventy-seven-year-old Billy "Swarilk" Walters, presents a boomerang to Princess Alexandra of Kent. During her visit to the south-eastern part of Queensland, the Princess watched the aborigines perform a corroboree—story-telling by singing and dancing. Princess Alexandra, representing the Queen, arrived in Queensland on August 18 to take part in the State centenary celebrations. After visiting the main centres she left for Sydney on September 9.

BOOMERANG FOR A PRINCESS

On Her Three-Week Tour of Queensland Princess Alexandra Visits the Outback

Princess Alexandra's tour of Queensland during its centenary celebrations ended on Tuesday of last week, when, at two mass demonstrations in Brisbane, she was cheered by 65,000 schoolchildren. A few days previously the Princess had returned from a 3,000-mile tour of the outback sheep and cattle country and the coastal districts of the State.

In the vast country, Queenslanders, with a typical disregard of distance, travelled hundreds of miles to see the Queen's representative. Several times she made unscheduled stops to receive bouquets from children. A cold and laryngitis curtailed some of the Princess's planned activities half-way through the tour, but she was able to carry out the major part of her programme. There was a welcome holiday—three days completely free of official engagements. They were spent on Lindeman Island, on the Great Barrier Reef, which runs for 1,200 miles along the Queensland coast.

After the break she sailed back to her duties in the destroyer H.M.A.S. *Warramunga*. As she left she is reported to have said: "I have had one of the best times in my life." The tour of the countryside continued and then the last few days of her stay in Queensland were spent in Brisbane. One of the last official engagements in the State was her installation as an honorary Doctor of Laws at Queensland University.

TRAWLING OFF ICELAND: In stormy weather the *Auburn Wyke's* deck hands struggle to shackle up the trawl and get it inboard. Like all of Hull's distant-water fishing vessels, the *Auburn Wyke* has a crew of twenty. In winter a voyage to and from the fishing grounds off Iceland normally takes about twenty-five days and in summer about sixteen days.

IN ICELANDIC WATERS: The *Auburn Wyke* approaches the Royal Navy frigate *Malcolm* to keep a special rendezvous because of the Icelandic fisheries dispute. *Malcolm* is one of four frigates which, with four coastal minesweepers, form the Fishery Protection Squadron. There have been forty-eight attempts in a year by Icelandic gunboats to arrest trawlers.

FISHING IN FAR WATERS

A Hull Trawler Working in the Icelandic Grounds

Fishing was the earliest form of hunting and provided man with his first flesh food. Trading in fish was one of the earliest forms of commerce. One of Britain's traditional industries, sea-fishing is divided into trawling, drift-net and ring-net fishing, seining and lining. Trawling, the most important, was developed during the last century and is carried on in all the waters round the British Isles and also further afield at the Faroes, Iceland, the Norwegian coast, the Barents Sea as far east as 50 deg. E. longitude, and north to Spitzbergen, westward to the region of Rockall and southward as far as latitude 48 deg. N. British trawlers also make voyages to the south-west coast of Greenland, the Newfoundland banks and the coast of Labrador, and very rarely, to Morocco.

Trawling is a method whereby demersal fish (that is those swimming along or near the sea-bed) are caught. A trawl is a huge net bag which may be 80 ft. long. It is dragged by the fishing boat for a certain distance or a set period of time and then hauled on board and emptied. Fish taken in this way include cod, plaice, haddock, turbot and soles. Trawling for herring also goes on at certain seasons of the year.

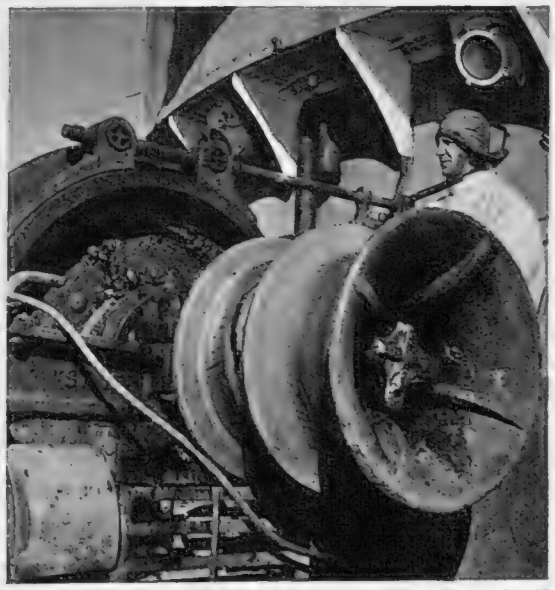
Of growing importance in the British fishing industry is the distant-water fishery, contributing more than 50 per cent. of British trawl-caught fish. Distant waters comprise Iceland, Barents Sea, Bear Island, the Norwegian coast, Newfoundland, the south-west coast of Greenland and Morocco. Voyages to distant waters occupy between fifteen and twenty-six days, depending on the season of the year, the weather and the situation at the fishing grounds. Only the largest and most up-to-date trawlers take part in distant-water fishing. They vary in length from 140 to 200 ft. and have tonnages up to 600 gross.

Hull is the most important British port for distant-water trawling. The *Auburn Wyke*, pictured on these pages, is one of 116 oil-fired steamers in the Hull fleet; in addition, nine others burn coal; eleven have diesel engines; and four are diesel-electric. They are all equipped

ATCH IS LAND D: The mouth of the trawl net is opened nd fish cascade into the fish-pounds. The ext task is to gut the fish.

ONE OF MANY TASKS FOR THE FISHERMEN: As the *Auburn Wyke* battles through a gale, the sea surges over the rail. Deck-hands are at work gutting the fish and loading them into baskets. Protective clothing is a large item in a fisherman's personal budget; a complete set may cost him between £8 and £12 and he may require more than one set a year.

DINARY WORK: Members of the crew prepare the rawl on the way to the grounds. They are paid a wage nd receive a percentage of the proceeds of the catch.



THE TRAWLER'S EQUIPMENT: Apart from the trawl itself, the huge winch, used to handle fishing gear, is the most important piece of the vessel's equipment.

HAULING IN THE TRAWL: The stout nets are bulging with fish as the hungry seagulls gather round. On this trip the *Auburn Wyke* took 70 tons of fish—a moderate catch.

the most modern navigational aids—radar, radio-hone, echometers, etc. The trawlers also have fish-ng devices, informing the skipper of the whereabouts shoal, its depth and its dimensions. Notwithstanding aids, a distant-water trawlerman's life is arduous, to say hazardous.

he fisherman may be at sea for almost a month and trawlers remain in port for only two or three days. paid a weekly wage which is supplemented greatly percentage of the gross proceeds on the sale of the . The proportion varies according to the man's on. The chief engineer receives, on the average, d. for every 100 lb. of fish, while a deckhand, on his wo trips, is given only 2s. 1d.; the rewards for the per and mate are worked out on the net takings of rip.

he fisherman's wage thus depends on the size of the t a matter of luck just as much as of skill. It also depends on the sale of the catch—over which he has no control at all. Fish are sold by auction and the price naturally varies with the market demand. So a trawler may return from a voyage with a huge catch only to find that there is a glut and the price is low.

In addition to the normal hazards of their calling, British trawlermen have been faced over the past year with an added one. On September 1 last year the Icelandic Government declared a limit of 12 miles for its territorial waters. The limits before had been three miles and later four miles, which were respected by all countries. The new limit is not recognised by Britain and our trawlers continue to fish their traditional grounds within it. They do so under threat of arrest from Iceland's gunboats, but receive protection from the Royal Navy Fishery Protection Squadron assisted by other warships sent there on special patrols. Since the dispute, landings of Icelandic fish in Britain have dropped by one-third, which, it is feared, will result in a rise in fish prices.

THE END OF OPENCAST MINING?

The Transformation of a Pleasant Rural Scene to Ugly Squalor; Interference with "Peaceful Enjoyment"; Details of Restoration Work

By BRIAN VESEY-FITZGERALD

I DARE SAY that you will think that it is a bit late in the day to be writing about opencast mining. After all, it has been going on for a good many years now, and plenty has been written about it, and almost everybody (except the National Coal Board) who has written about it has done so complaining bitterly, so that you may well ask what is the point of writing about it now, just when it may be coming to an end. Being a broad-minded man, I would be the first to grant that you have a point there. But the fact of the matter is that I have only just come round to thinking seriously about opencast mining.

I have read plenty of articles and letters in the Press, and even the reports of one or two speeches, about opencast mining during the past few years. But reading about opencast mining, even reading some of the very outspoken criticisms of it, does not really mean anything to people who live at a distance from the areas affected. Consider this, which is a comment by the Lancashire County Branch of the Council for the Preservation of Rural England: "Much has been said recently in both Houses of Parliament about the grievous loss of 'peaceful enjoyment' suffered by people when opencast mining is carried on near their homes. Whatever success may have been achieved in the restoration of sites—and it is generally admitted that this work has steadily improved in quality—the nuisance from noise and dirt, the movement of heavy machines and laden wagons, and the temporary transformation of pleasant rural scenes into ugly squalor, have been borne long enough by certain Lancashire communities. When sites which have been worked and restored are then reopened to develop still deeper seams, this may mean a period of ten years during which living near such a site becomes almost intolerable."

That sounds grim. But what does it really mean to someone living in, say, the Home Counties or East Anglia or Dorset or on the wide chalk uplands of Berkshire or Hampshire or Wiltshire? What does it really mean to someone living in Wimbledon or Eastbourne, Bournemouth or Torquay? I suspect, nothing at all: nothing more than a mildly indignant "tut-tut." That was certainly so in my case. I had read plenty of similar comments, and they all sounded horrible, and I was, in a detached sort of way, sorry about it all, even felt vaguely indignant that such things could happen to good agricultural land when there was plenty of deep-mined coal available. But it did not really mean anything to me, because I was not personally affected.

But not long ago I went to a part of the Midlands, a part which I used to know well, pleasant well-farmed agricultural land—not especially beautiful, not by any means "tourist country," but peaceful and typically English—and found it a desert, an opencast desert. I suppose that I must have passed, must have driven through, areas where opencast mining was in progress on a number of occasions during the past few years. I am sure that I must have done so, but without really taking the fact in. But this was the first time that I had watched it in progress and on land which I used to know well. The very fact that I had not known beforehand that this land had been taken for opencast mining, the fact that I had not gone there expecting to see anything of the sort, but something very different, made the impact all the greater. You have only got to see opencast mining in progress to realise that such comments as "ugly squalor" are mild understatements. It was a very considerable shock.

It may seem to be silly to get all worked-up about the loss of some agricultural land, when agricultural land is being lost all the time, and when, as is the case with opencast mining, the loss is only temporary. There has been a net loss to agriculture during the post-war years of some 277,000 acres to date. Those are acres lost permanently, beyond recovery. This process is bound not only to continue, but to accelerate.

By far the greater portion of those lost acres has been swallowed up by building and general constructional development. With the loss of almost every acre there has, inevitably, been some interference with "peaceful enjoyment": it does not matter to what cause (whether house-building or a trunk-road or a hydro-electric scheme or whatever), though it should be remembered that, in the end, "peaceful enjoyment" is brought by house-building to thousands who might otherwise never have enjoyed it. Nor does it matter where: always there is an outcry. Every time one of these new-fangled atomic-power stations (if that is the right title for them: I am never sure what they should properly be called) is planned there is an outcry, because it is certain to be planned for some out-of-the-way place where it is certain to interfere with the "peaceful enjoyment" of a lot of people with specialised interests.

You will remember the hullabaloo caused by the Dungeness project. The Nature Conservancy people, among others (though these, oddly enough, did not include, so far as I could make out, the local fisherfolk), were most upset about it: and I think, being old-fashioned, quite rightly. But it is as well to remember that the Nature Conservancy people themselves occasionally interfere with somebody's "peaceful enjoyment," and I recall that a year or so ago they were vigorously attacked by "Peter Simple" in *The Daily Telegraph* on that score. Obviously, it is a most complicated problem, and, obviously, one's reactions to it depend upon one's point-of-view—and, with the exception of a few with highly specialised interests, the more distant the project, the weaker the point-of-view.

A SITE IN THE WEST RIDING OF YORKSHIRE: Surrounded by farming country, the opencast coal-mining site at Shipley, just north of Bradford, was worked for five years till the end of 1950 by John Laing and Sons Ltd. It takes about five years for the land to be properly restored.

But, whatever the viewpoint or specialised interest, I do not think that anyone would deny the necessity for new building, or for new motor roads or for atomic-power stations (even though the latter two may be out of date as soon as, if not before, they are completed). It is in this one, and all-important, respect that opencast mining differs from all the other projects: there has been no necessity for it for some years past. "Peaceful enjoyment" and good agricultural land (even if temporarily) have been taken for no good purpose whatsoever; only for expediency.

Opencast mining was introduced as a wartime measure, because coal was then badly needed and because there was a severe shortage of man-power. It was accepted by agriculture for those very good reasons. I do not know that there was ever a promise that it would end with the end of the war, but I am sure that that was what most people expected. Be that as it may, it has continued. It is universally unpopular; the miners themselves, with every justification (for opencast coal is not produced by miners except in competition to coalmining proper), object to it most strongly. But it has continued because, as the National Coal Board has pointed out, it is highly profitable, which deep coal-mining, under present circumstances, is not and never will be again.

Opencast coal-mining is coming to an end—*if* it really is coming to an end—not, it would seem, because there has been any change of heart on the part of the National Coal Board, but because the whole industry faces a crisis which makes inevitable the closure of many pits and because there are millions of tons of deep-mined coal stacked and quite unsaleable. I am well aware that that is over-simplifying a very complex problem, but nevertheless that is about the bare bones of it: coal is not finished as an important fuel, but it has priced itself out of some markets (and you can argue until the cows come home as to whose fault that is) and faces very severe competition in others.

To give one small and, against the whole picture, unimportant example: I should doubt if there are half-a-dozen cottagers in this neighbourhood who now buy coal. The paraffin man calls regularly: it is cheaper and cleaner. My own house, though I think there is nothing to equal a good coal fire, is all electric and I find it much less trouble, much cleaner, and cheaper. Stacked and unsaleable coal, and pits closing because they are uneconomic, men thrown out of work. I have not the latest figures: but on June 20 unsold coal stocks totalled 27,546,000 tons. (The figure will have increased considerably by now.) Now, this is just about the amount of opencast coal that has been torn out of Derbyshire. This is not the only county savaged by opencast workings, though it has, I think, suffered most of all.

Expediency, the short-term interest, has rebounded with a vengeance. Was it ever worth it? Go and have a look at the Amber Valley in Derbyshire, and the country round Hardwick Hall. I think you will doubt it.

But you may well ask, why get all worked up about this now that it is coming to an end? Well, it is true that appears to be the case. The National Coal Board informs me that while some 35,000 acres are currently being worked for coal, at the moment the acreage scheduled for future development is nil; the present policy being not to enter into new contracts once present contracts expire. Appearances, I feel, may prove misleading. Moreover, *The Times*, in a leading article, has recently advocated the continuance of opencast coal extraction as being the cheapest method of obtaining coal. And we live in an age of expediency.

If it is really the cheapest method of producing coal, and if its production by this method was to lead to sharp reduction in price to the consumer, well, then . . . But is it really the cheapest method? The National Coal Board, naturally, maintains that it is, and that in arriving at this conclusion it takes into account all considerations, the cost of compensation and restoration, and so forth. I do not myself understand how they can take into account such matters as the discomfort caused to people in the neighbourhood, even if they do include the cost of unemployment in the mines (which I doubt): but, then, I have no experience in such things.

But what about the land itself? Pretty stringent clearance conditions have been laid down by the Ministry of Agriculture—the amount of topsoil to be removed, the stacking and separation of topsoil and subsoil, and so forth—and these are observed. There has, it is generally agreed, been a marked improvement in recent years in the standard of restoration: the care with which subsoil and topsoil is respread, under-drainage, and so forth. Nevertheless, it takes, on the average, five years of special agricultural treatment by County Agricultural Committees before the land can be restored to the owner or the tenant who previously farmed it. It must be a very expensive business.

Is it then as valuable for agricultural purposes as it was before? Looking at land being worked, I find it very difficult to believe that it can ever be the same again. Most of the farmers with experience maintain that restored land is less valuable for agricultural purposes. I have read somewhere—I think in one of the Derbyshire papers—that it costs roughly £5 more per acre per annum to get the same results as before from restored land. If that held good for all restored land, which I am sure it does not, it would make a fairly hefty charge to be set against the cheapness of producing opencast coal, for in all some 119,000 acres have been torn up for this purpose. Sometimes there has to be a change in farming practice, depending upon conditions, after restoration. What was arable land has to be used for grazing, and so on.

Even if the figure of £5 per acre cannot be accepted—and I am sure that the National Coal Board would not accept it—I do not think that there can be any doubt that it must be both more difficult and more expensive to farm restored land, for there must surely be enormous changes in the soil itself (in humus content and micro-biological activity among other things) during the period of mining and stacking. I, and a great many other people, would feel happier if there was not that word "present" before policy.

FIGHTING IN LAOS

Loyalists and Rebels in One of the Latest Trouble Spots in the Far East

MILITARY SUPPLIES FOR THE GOVERNMENT: Boxes of American ammunition are being unloaded from an aircraft at Sam Neua, in Northern Laos, for the Royal Laotian Army forces there. U.S. aid in the form of arms and ammunition was increased to Laos at the end of last month.

INSTALLED AS REGENT: Crown Prince Tiao Savang Vatthana is welcomed by officers and government officials at Vientiane, the administrative capital of Laos, on his arrival from Luang Prabang, the Royal capital. He was about to be installed as Regent owing to the illness of King Somdet Prachao Sisavang Yong. Late last week the situation in Laos was still very obscure. Rebels were reported to be withdrawing from the area round Sam Neua, which appeared to have been one of their main objectives. The reason for the withdrawal was thought to be due to the imminent arrival of the United Nations fact-finding mission, composed of an Italian, a Tunisian, a Japanese and an Argentinian. The mission was appointed after the Security Council had heard the Laotian delegate's complaint that his country was the victim of aggression from Communist North Viet Nam. Before the U.N. representatives arrived, Britain had sent Sir Robert Scott, British Commissioner-General for South-East Asia, to Laos to report back to Whitehall. He spent two days in Vientiane and saw senior Laotian ministers and foreign diplomatists. In an interview Sir Robert was quoted as saying that the situation in Laos seemed to be "a mixture of internal and external factors" and that "in this type of territory, facts are very difficult to establish."

On left—

ON PATROL IN SAM NEUA: Men of the Royal Laotian Army file along a street in this strategic point in the north. Communications are bad in Laos and troops and supplies have to be flown to many places. The northern Provinces which border on North Viet Nam have for a long time been virtually under the control of the Communists and it is hard to obtain information about the true state of affairs in them.

A ROUND-UP OF SUSPECTS: A group of youths is marched into Sam Neua. They were suspected of collaborating with Communists in the wild jungle country nearby. Observers in Laos reported last week that the U.N. mission might have great difficulty in finding out the facts.

FLEEING FROM THE COMMUNISTS: Refugees from the north, whose own village had been captured by rebels, reach a safer district in the south. Some of the men are carrying the arms with which they had tried to repel the Communists.

THE FOUNDATIONS OF THE FINEST PALACE OF ITS AGE: Students and children are at work in Nonsuch Park, near Cheam, in Surrey, excavating the site of Nonsuch Palace. Begun b Henry VIII in 1538 to outrival in its splendours any other palace in Europe, Nonsuch was completed in the reign of Queen Elizabeth I. In 1670 Charles II presented it to his mistres Barbara Villiers, Duchess of Cleveland. She sold the palace to a builder, who pulled it down and used the stones for building several houses at Epsom and elsewhere in Surre

THE KITCHEN AREA: Excavating a well at Nonsuch are two students, Douglas Manderson (left), from Surbiton, and Donald Stewart, of Epsom. Some of the stone used in the palace came from nearby Merton Priory, which was demolished at the Dissolution of the Monasteries.

There is a certain irony about the story of Nonsuch Palace. Begun at the orders of Henry VIII, it was intended to be the most superb palace in the whole of Europe. A few miles away at Merton, the celebrated priory of Austin Friars had passed to the Crown under the edicts suppressing the monasteries. Merton was pulled down and much of its fabric went to assist in the building of Nonsuch. Its days of greatest glory were probably in the reign of Elizabeth I and it continued to be a Royal residence until the days of Charles II. That monarch presented it to his mistress, Barbara Villiers, in 167 the year in which he created her Duche of Cleveland. Then came the iron The Duchess sold it to a builder, wh regarded it as a bargain in raw materia of his trade. He pulled the palace dow and used the stones in several houses Epsom, among them Durdans. A litt over two months ago excavations we started at Nonsuch on a large scal Good progress has been made with th help of labour from students and schoo children who volunteered their service during their holidays.

TUDOR AND ROMAN SITES

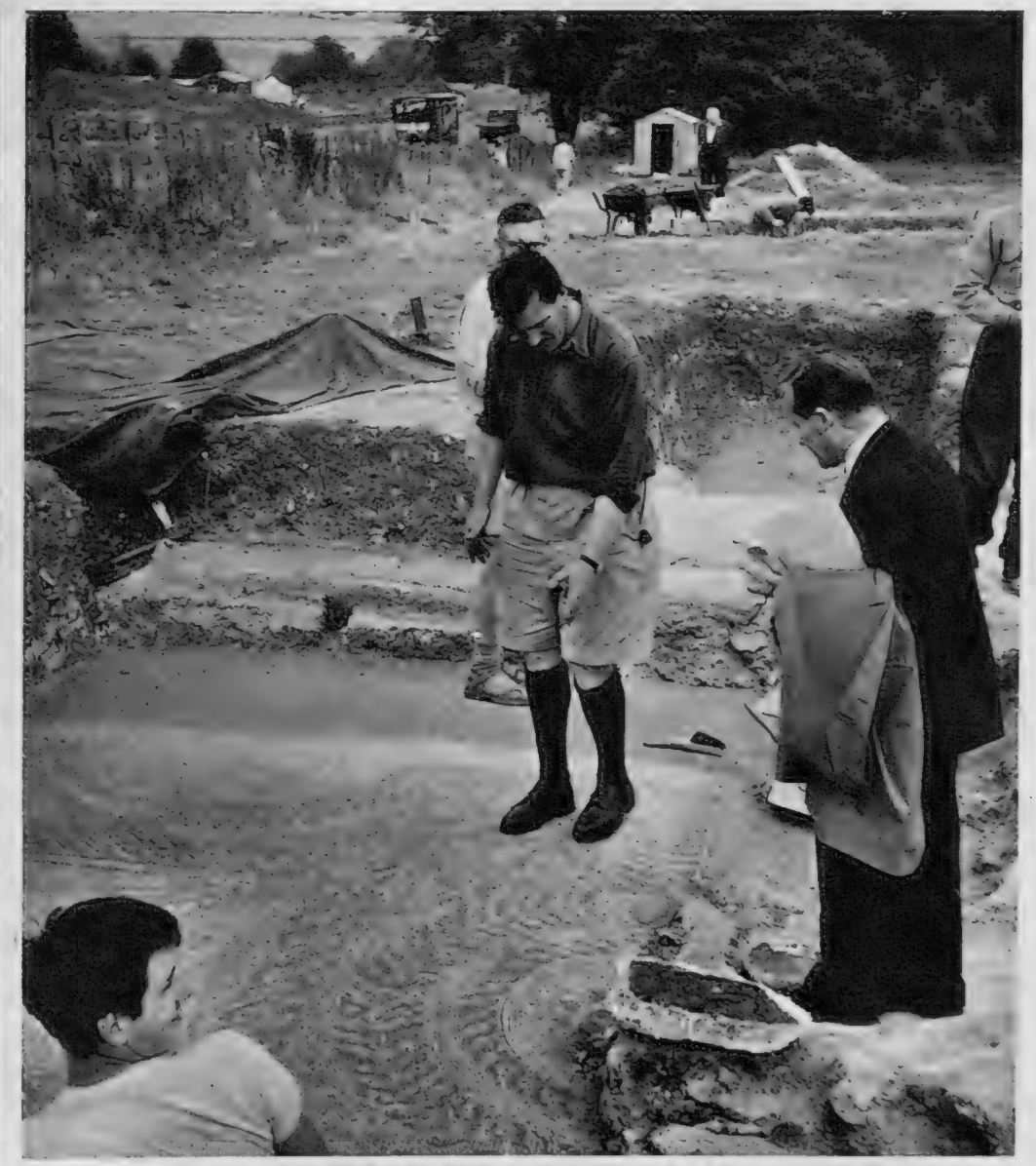
Excavations in Surrey and Hertfordshire

SOME INTERESTING FINDS: From left they are: A piece of early seventeenth-century De ware; a thirteenth-century gargoyle from Merton Priory which was embedded the base of a tower at Nonsuch, and a late sixteenth-century decorated ju

THE WINE CELLAR AT NONSUCH PALACE: It has been almost entirely uncovered. The excavations at Nonsuch Park were started in July and are among the most extensive archæological operations being carried out at present in Britain. During the holidays many students and schoolchildren have been working on the site as volunteer labourers.

RUINS OF A FAMOUS CITY OF ROMAN BRITAIN: At a site in Verulamium, ear St. Albans, a valuable find is being cleaned by students. It is splendid mosaic which has the theme of a lion attacking a stag.

OF THE RECENT DISCOVERY: The picture shows a section of the mosaic at Verulamium. Other finds made there recently include the founda- tions of two large houses, some statuary, and a number of iron tools.



EXTENDING THE EXCAVATIONS AT VERULAMIUM: An examination is made of the mosaic of a lion attacking a stag, which was found and uncovered by students. Every year large numbers of young archæologists in training go to Verulamium to take part in the excavating. A city was established on the side of a hill near modern St. Albans soon after the Roman invasion in A.D. 43. Most of its buildings were destroyed eighteen years later when Boadicea attacked the community and massacred the inhabitants. A second and finer Verulamium soon arose on the site of the old. It was well defended and, with Watling Street running through it, became an important centre for trade and commerce. Citizens enjoyed a privilege unique in Britain. Their city was granted the status of *municipium*—the only one in the country—and by virtue of this all inhabitants were Roman citizens. Verulamium remained standing until the Middle Ages, when much of the stone was removed for building St. Albans.

THE STATIC DISPLAY AT FARNBOROUGH: At the twentieth S.B.A.C. exhibition are, in the foreground, a Royal Navy Sea Vixen (left) and, right, a Fairey Gannet Early Warning aircra Left background is a Comet 4B in the markings of B.E.A. The version has a lengthened fuselage and reduced wingspan for medium-range flights. A varied selection of differe types of Westland helicopters can also be seen. In consequence of the firm's amalgamation with Saunders-Roe, they were able to put seven different helicopters in the a

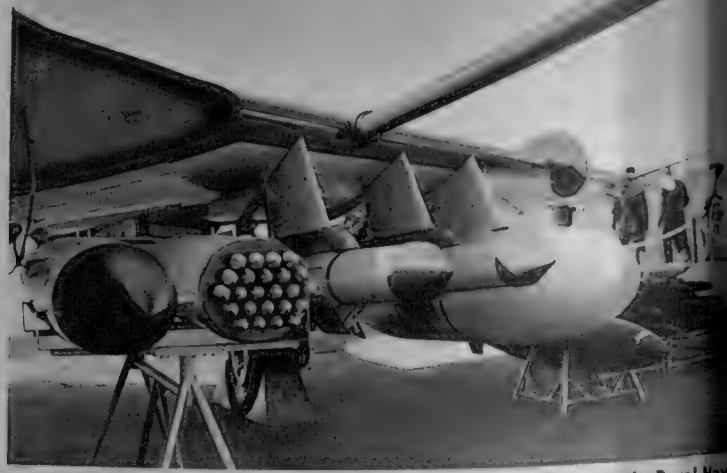
THE FARNBOROUGH AIR SHOW

Various Aircraft, Helicopters and Missiles at the Twentieth S.B.A.C. Exhibition

This year the S.B.A.C. show at Farnborough began and ended w formation acrobatics. The R.A.F. began with precision flying with Hunte of the 111 Squadron, and the Navy ended using six Scimitars. Two of the big, nearly supersonic, fighter-bombers landed together, and as they rolled do the runway, folding their wings, a third, landing in the opposite direction, s between them. These demonstrations were perhaps the most spectacular featu of the show, although the Hovercraft, moving in stately fashion just off ground and carrying twenty soldiers, was a unique sight.

Various new turboprop airliners were exhibited—the 4B version of the Com designed to give improved low-altitude performance over medium ranges, impressively quiet Vanguard, the Argosy freighter, and the Handley Page Da Herald. A notable feature of these aircraft is that they are designed for sta lengths of up to 2,500 miles, flying from existing airports under all sorts conditions. As such, they should be in demand from airlines operating in dista parts of the world, where there are not the facilities to handle the new generati of long-range pure-jet airliners which need extensive and costly ground facilit

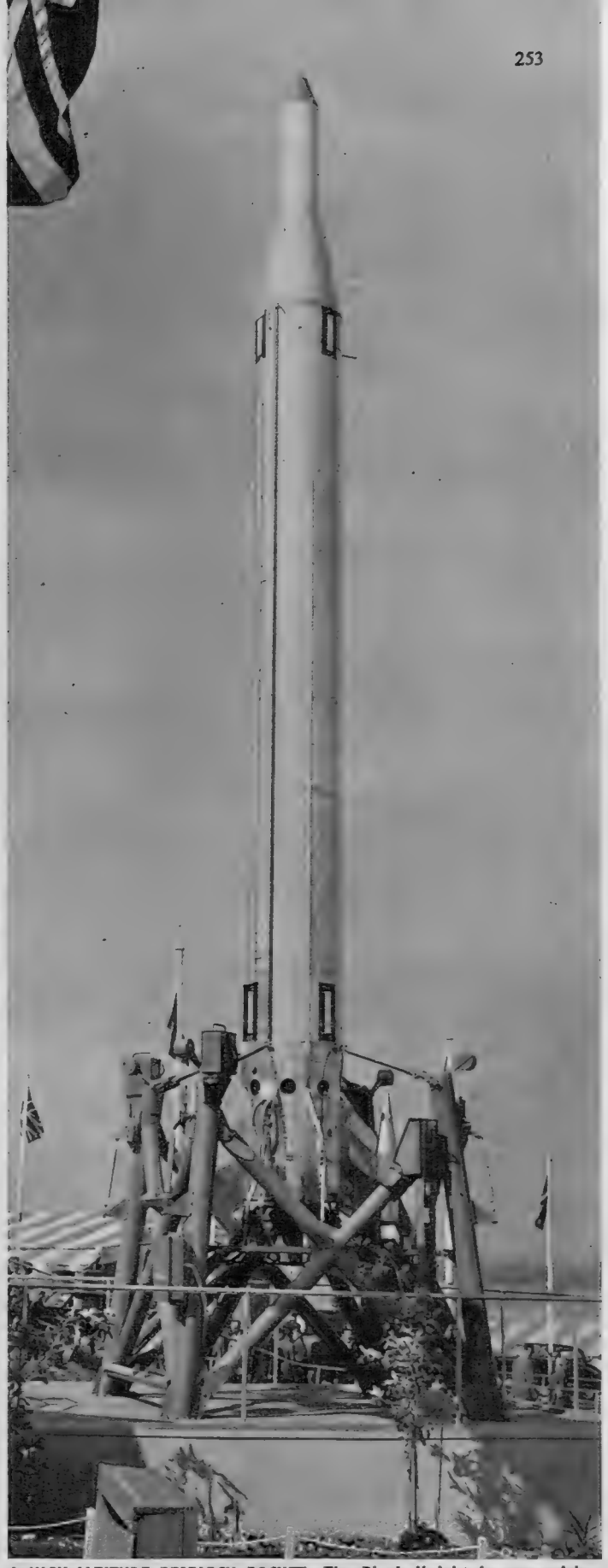
THE FLYING CRANE: At Farnborough, the Westland Westminster helicopter lifts a 103-ft.-long section of a bridge. The utility version, using a welded steel tube fuselage, was developed as a private venture and is designed for civil and military operations where weight-lifting is the main consideration. A development of Westminster will have an enclosed fuselage and will be capable of carrying seventy-five passengers. The utility helicopter version can carry over 14,000 lb.



A FIGHTER'S ARMAMENT: The production model of the Sea Vixen for the Royal Nav carries a variety of armaments. Shown here are two Firestreak infra-re homing missiles carried under the wing next to the auxiliary fuel tan Above them is the wing probe for refuelling in flight. One of the alternativ armaments is ninety-six 2-in. air-to-air rockets, carried in four pack

L STRIKE AIRCRAFT: The tailplane of the Blackburn N.A.39 is mounted high on the fin, clear of the urbulence created by the two D.H. Gyron Junior turbojets mounted on each side of the fuselage. Capable f carrying nuclear weapons, the aircraft is designed to fly off the Navy's aircraft carriers.

W AIRLINER: Visitors to Farnborough queue up to inspect the Vickers Vanguard, destined for B.E.A. A oticeable feature of the new airliner, which is powered by four Rolls-Royce turbo-prop engines, is its ietness. It seems much more silent than its predecessor, the Viscount. Ordered in quantity by B.E.A. r routes up to 2,600 miles, Vanguard airliners are due to be delivered at the beginning of next year.



A HIGH-ALTITUDE RESEARCH ROCKET: The Black Knight is seen with a second stage mounted on top, powered by a solid-propellant motor. The Ministry of Supply also showed the nose section of an experimental head which re-entered the atmosphere from a height of more than 500 miles during recent research tests. Black Knight is part of the research programme for the Blue Streak, being built by de Havilland Propellors Ltd., and the major ballistic missile being developed by Britain. Black Knight has undergone successful test firings.

NG AT THE S.B.A.C. SHOW: Trailing a brake parachute, a Hawker Hunter two-seater version taxies down the runway. Hunters have been built in a number of versions, all of which are supersonic in a shallow dive. A feature of the flying show at Farnborough was the display given by a formation of Hunters of No. 111 Squadron of the R.A.F. They gave an impressive exhibition of precision acrobatics. At the end of the show on each day, the Royal Navy displayed formation acrobatics using six Scimitar fighter-bombers.

TAKING-OFF IN A CLOUD OF SMOKE: At the United States Air Force base at Holloman, in New Mexico, a North American F-100 Super Sabre is lifted skywards out of a hangar during recent tests. A rocket booster, mounted beneath the rear of the fuselage, enables the Super Sabre to dispense with a runway and to take off from inside a hangar. *Right*—A stream of black smoke is emitted by the rocket booster. Mounted beneath the wings of the fighter-bomber are extra fuel tanks. The aircraft was loosely fastened to a launching platform inside the hangar, designed to simulate a shelter capable of withstanding the blast of an atomic bomb.

FROM INSIDE A HANGAR

A Rocket-Boosted American Fighter Takes Off Without Needing a Runway

The use of rocket boosters has been favoured for some time by the U.S.A.F. to improve the take-off performance of various aircraft. Thus equipped they can take off much more quickly and can operate from roughly-built emergency landing fields. Such rocket boosters are used in various types of guided missiles, now being deployed by American armed forces. The tests carried out recently in New Mexico were designed to demonstrate that the large fighter can take off from inside an atomic shelter. The first operational supersonic fighter developed for the U.S.A.F., the Super Sabre is over 47 ft. long and weighs about 28,000 lb. when loaded. Now employed in a number of different roles and versions, the aircraft is a heavy fighter-bomber capable of carrying air-to-air guided missiles and atomic weapons. Since much of American air strategy is directed towards defence and retaliation in the event of nuclear warfare, intensive planning has gone into methods of protection against atomic blast. It seems likely that, as in the case of missile bases, air bases in the future will be largely underground.

STEEL SHEET WITH A PLASTIC COAT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

JUST outside the city limits of New Delhi, on the road that passes one of the several older cities that predated the Delhi of to-day, there stands a pillar of iron generally known as Asoka's Pillar. It is smooth, slightly brown, but unpitted by rust: a thousand years of wind, sun and occasional rain have not in any way blemished or corroded its surface. Until a few years ago this resistance to corrosion was considered a marvel, a tribute to the early leadership of India in the development of high-grade iron and steel. Then a pernickety scientist from the British Iron and Steel Research Association exposed one of his test plates in precisely the same conditions for a time and decided that there was nothing marvellous about it: any iron, in the exceptionally dry climate of the Delhi area, would remain uncorroded almost indefinitely.

Few places, however, are fortunate enough to enjoy the climate of Delhi. In most places that iron and steel goes to work, it has to wear some sort of coat. Rust is one of the most natural things in the world: it is simply the result of steel's tendency to revert to the ore from which man has smelted and refined it. In almost all ordinary atmospheric conditions, naked steel, on the surface, is in a constant process of combination with the oxygen and the moisture in the air; if it is to maintain its integrity and keep on doing its work, it cannot be left naked.

Various calculations have been made in the past to reckon the cost of corrosion right across the country: a few years ago B.I.S.R.A. put it at something over £200,000,000 a year, reckoned as the cost of painting all the steel produced annually in the country, which must have a total surface area of about 600 square miles, roughly the expanse of Greater London. In practice, of course, not all the steel produced is painted; but allowance has to be made for the maintenance of the 100,000,000 tons or so of steel already in existence in the country.

For many purposes, paint does the job perfectly adequately—particularly the zinc-rich paints specially developed for anti-corrosive purposes. For more demanding conditions, metallic coatings are required—ranging from the zinc surface offered by ordinary galvanising to the more decorative surfaces such as chromium plating. In most applications, the anti-corrosive coating also gives the steel a required colour or finish; but in some of the places where steel has to be in contact with peculiarly corrosive atmospheres or liquids the surface quality is everything and the appearance immaterial. In these cases, such as vessels that have to contain acids or other powerfully reactive mixtures, coatings until recently have not been enough: stainless steels of one kind or another have had to be used for the whole vessel, at great cost.

Two developments in the coating of steel announced by British firms in recent years, one for applications where decoration as well as protection is required and the other for highly corrosive conditions, have begun to offer the customer steel products protected from the time that he buys them and begins to fashion them to his purpose. The first, announced late 1957, was "Stelvetite"; the second, only a few weeks ago, was "Colclad."

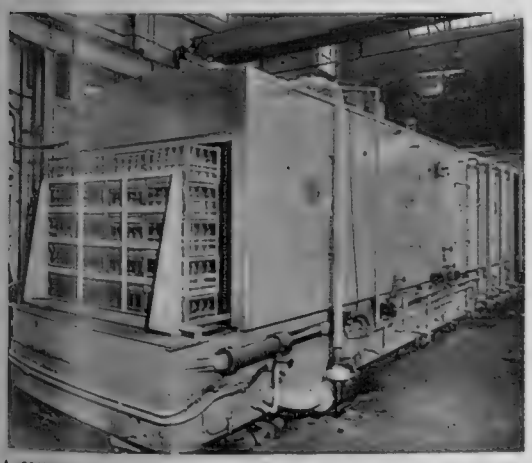
John Summers and Sons Ltd., of Shotton, near Chester, has long been one of Britain's leading producers of flat steel for the motor industry and other industries using sheet and strip; its strip mill, first laid down in 1939, was the second to be installed in Britain, and has since been vastly extended in capacity. Unlike most other producers of sheet, Summers is not a producer of tinplate, the main coated product of the steel industry; it supplies its flat steel plain or galvanised. In "Stelvetite," developed with B.X. Plastics, Ltd., it is offering an entirely new kind of product; steel coated with plastic.

In producing this new material, a thin coating of polyvinyl chloride is applied to the steel sheet by a further rolling process. It is firmly bonded; the two surfaces will not separate even during processes such as pressing, deep drawing, and punching. The plastic film, coloured to the customer's requirements, and with a variety of embossed finishes, offers a material already protected and decorated, needing none of the processes of protecting and painting that he ordinarily employs. For the present the material costs more than sheet steel plus surface treatment and painting, say, to motor-car standards, so Summers are not yet suggesting that it could be used for car bodies; but it is being used for internal facia panels. Its main applications so far are in partitioning, interior and exterior cladding in buildings, a wide variety of office furniture, frozen-food cabinets, laboratory benches, and the like. One recent order for panelling two floors of new London offices is taking 70,000 sq. ft. of it.

Certain other British producers, following Summers, are now developing plastic-coated steels; and the industry's research association is now trying to make one in which the coating is applied as a liquid, instead of a calendered film. This promises to be a cheaper process, adequate for thinly-coated steel finished in a single colour. Most of the traditional coating processes of the steel industry work from this liquid state; galvanising, tinplating by either the "hot-dip" or the electrolytic process, surface treatments such as pickling and bonderising. Aluminium, until a short time ago, could be applied to steel only by spraying, which increased the cost of its extremely good protection against corrosion; recently a hot-dip aluminising process has been successfully developed.

These coatings are all of other materials—some of them, incidentally, materials that are beginning to compete with steel in certain applications. "Colclad," recently introduced by the Scottish steel firm of Colvilles, coats steel with steel. Against powerfully corrosive conditions, few materials stand up as well as stainless steel; but the extra cost of it represents a heavy penalty for the plant designer. Usually only one surface has to stand up to the acids or hot gases; Colvilles has now developed a steel plate that is faced with a thin sheet of stainless steel on one side only. This sounds simple in principle: but in practice it was extremely difficult to achieve proper adhesion in rolling the two thicknesses of flat metal together. The nickel-chrome stainless steel owes its freedom from stains to a thin film of oxide on its surface, no more than one molecule thick; but that film also prevents normal bonding during hot rolling of the two metal surfaces together. Colvilles finally succeeded in overcoming this by a welding process that puts a very thin coating of mild steel on to the surface of the stainless steel; with the two surfaces in contact both mild steel, the stainless sheet can then be rolled on to the heavier steel plate.

This product has been developed primarily for the chemical oil refining and other process industries; it offers the plant designer an economical structural material where most of the others he can use are exceptionally costly. Titanium, for example, is one of the few metals that outdoes stainless steel in resistance to corrosion (tested, for example, by continuous exposure to a jet of hot seawater); and of late it has been introduced at certain points in chemical vessels. But it is still, in comparison, extremely expensive; and developments such as "Colclad," which in effect offer steel that is stainless only where it matters, must further increase the margin of cost that stainless possesses against, for example, vessels with titanium linings. Rust, the faithful foe of steel, is perhaps the main weakness that makes it vulnerable to the competition of other metals and nowadays of other man-made materials; much more important, for most purposes, than its other disadvantage of weight. Protection against rust is, incidentally, protection against competition; the more cheaply it can be achieved, the more firmly can steel hold its position as overwhelmingly the main structural material of modern civilisation.



A CONTINUOUS STERILIZER: The machine, which can sterilize 1,000 gallons of milk per hour, was built by the Graham-Enock Manufacturing Co. Ltd., London, using "Stelvetite," the plastic-coated steel sheet being produced by John Summers and Sons Ltd. Installed in a large Midlands dairy, the machine comprises a tunnel, the base of which incorporates conveyor chains. These move stacks of crated bottles of milk through the tunnel for sterilizing.

MAKING PLASTIC-COATED STEEL SHEET: At the "Stelvetite" plant of John Summers and Sons Ltd., at Shotton, near Chester, the finished product is taken off the end of the line. Developed by the company in conjunction with B.X. Plastics, Ltd., "Stelvetite" is strip mill cold reduced steel sheet covered on one side with Velbex P.V.C. plastic coating.

MODERNISATION ON THE BANKS OF THE CLYDE: At Scotstoun, on the north side of the river, downstream from Glasgow, is the recently modernised shipyard of Charles Connell and Company Limited. Surrounded by tall, powerful cranes an ore-carrier is being constructed in one of the four berths.

MODERNISATION OF A CLYDE SHIPYARD

With the growth of competition from foreign countries which can prom lower costs and speedier delivery dates, the modernisation of British sh yards is a matter of some importance. At Scotstoun, on the Clyde, Cha Connell and Company Limited have recently spent some £1,000,000 in bring their shipyard up to date. The redevelopment of the yard began in 1942. T present phase was started four years ago.

The largest part of the modernisation was the conversion of two sma berths into one large one which is capable of handling ships of up to 65,000 t deadweight—the size of the largest tankers ordered in Britain. The new be is 750 ft. long and 120 ft. wide. Large worksheds, in which prefabrication large sections of a ship can be built, now replace the old buildings. Huge cran with capacities of up to 60 tons, to lift these sections into place have been int duced. New machinery has been added, some of it for the first time in a Cl yard. There is a shot-blast machine which removes rust and scale from st plates by firing at them millions of lead pellets. This machine and the oth will help to cut down the time it takes to build ships. They are an integ part of the prefabrication methods applied extensively in the yard. The f ship to be constructed in the new slipway will be a 37,000-ton tanker for t P. & O. Company. The keel is to be laid shortly and building is expected to finished within ten months. The latest ship to be completed by Connell a Co. was on her trials recently. She is a 10,000-ton cargo ship for the Norweg shipowners, Wilhelm Wilhelmson, Oslo. Named *Tijuca*, she is among t fastest freighters in the world, with a speed of 18½ knots. She was built twenty-nine weeks; before prefabrication methods, the yard would probab have taken fifteen months to build her.

FITTING THE PIECES TOGETHER: On the ground a shipyard worker watches as, high above, the forepeak is swung into position. The ship on the stocks is a 9,000-ton ore-carrier for the Denholm Shipping Line. Putting the bow section into place with the new crane was the work of one afternoon.

STEEL BARGES FOR BRITISH WATERWAYS

The frame for one of the 94-ft.-long welded steel dumb barges being built b Saunders-Roe (Anglesey) Ltd., for British Transport Waterways is assembled The company is completing a contract for a number of these barges for th South-Western Division of B.T.W. All of them are of welded steel construction Their 67-ft.-long cargo holds have a capacity of approximately 160 tons. A unusual feature of two of the barges is that they are equipped with all-welde aluminium hatch boards, the average weight of which is about one-third of standard wet timber board, so that they can easily be carried by one man. Th wheelhouse is so designed that the roof may be removed and the four sides folde down if required. Accommodation is provided for a crew of two in the aft pea

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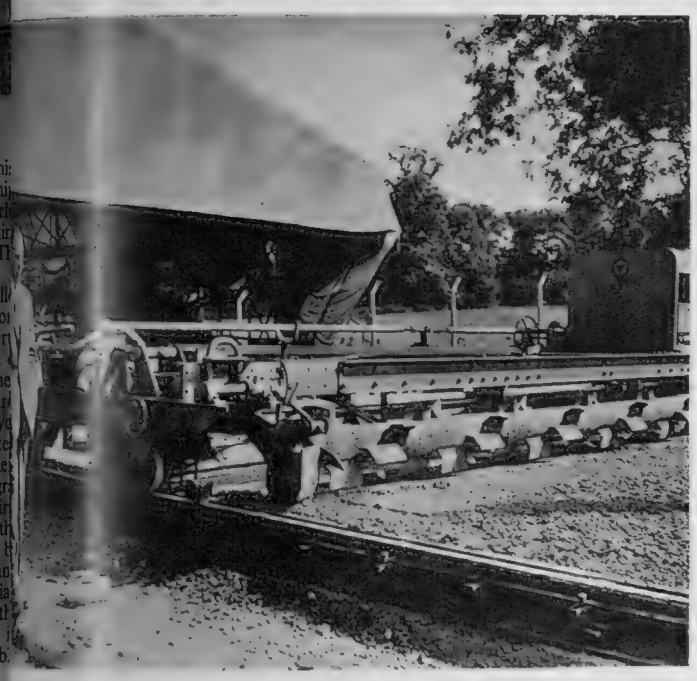

DRIVING THROUGH BEDFORDSHIRE: Vehicles move along the motorway at Sundon, in Bedfordshire. On the left is a slip road which enables traffic to enter the main thoroughfare with the minimum of difficulty. In the background is one of the fly-over bridges which will add to the amenities of the motorway.

On left—

INSPECTION BY THE RESPONSIBLE MINISTER: With his hands in his jacket pockets, Mr. Watkinson watches the operations of a concrete road-laying machine of the latest type. On his journey of inspection last week, Mr. Watkinson expressed great satisfaction at the progress being made in the construction of the motorway.

...LY CONCEIVED AND SPEEDILY CONSTRUCTED: Work is in progress near Luton on a section which passes ...nder a rail and a road bridge. Mr. Watkinson stated that the motorway is one of the largest and most ...pidly-built road construction projects undertaken in Britain and that similar highways are planned.

NORTHWARDS FROM TODDINGTON: The road is Roman in its straightness as it runs through Bedfordshire. The construction of the highway in the past months has been greatly helped by the fine weather.

The World of Books

THE VANISHING HERO

A New Book by Colin Wilson; Three Biographies; Nineteenth-century New York; Exploits of Bullfighting; Ivy Compton-Burnett's New Novel Heads This Week's Fiction

MR. COLIN WILSON who, as the author of *The Outsider*, needs no introduction (though I have sometimes wondered whether all the people who discussed that book had read it), has written a new book of essays, THE AGE OF DEFEAT (Gollancz. 16s.). This, with its melancholy title, is dedicated to a study of the hero and the vanishing heroic idea and Mr. Wilson pursues his theme through the evidence of sociology, the evidence of literature and inquiries into the anatomy and the fallacy of insignificance. In the course of his writing, which, in my opinion, has never been more lucid or more direct, Mr. Wilson has a great deal to say about other writers and their work, and although his emphasis is generally upon the philosophic content his comments are astute, original in many cases, and invariably have the freshness that comes from a total rejection of *clichés*.

There are, of course, chapters which open with slightly forbidding sentences such as: "The statement that Ulrich and Moosbrugger feel a helpless rage at the oversimplifications upon which society bases its judgments summarises the central preoccupation of existentialism," but on the whole there are few stumbling-blocks in a short and highly-intelligent book.

The three biographies that this week has to offer could scarcely be more different in subject, in scope or in style. First, there is THE CHIEF (Harrap. 21s.), which is the life story of Gordon Hewart, Lord Chief Justice of England from 1922 to 1940, and has been written by Mr. Robert Jackson. Lord Hewart's story is, in almost all its details, the classic one of the rise to fame and success of a boy whose family lived in modest circumstances. He was born in Bury, not the most prepossessing town in the North whatever its natives may claim for it, one of the seven children of a draper, and he died during the Second World War, a great legislator, a viscount and the man who, among many other wise things, had written: "Every student of history knows that many of the most significant victories for freedom and justice have been won in the English Law Courts, and that the liberties of Englishmen are closely bound up with the complete independence of judges." Mr. Jackson has done well by his subject and his book is as lively as it is thorough in its research.

JOURNEY TO THE BEGINNING (Gollancz. 21s.) is described as the political autobiography of Mr. Edgar Snow and that is as exact a label as could be given to it. For Mr. Snow is an American newspaperman whose career has involved him with politics on a fairly world-wide basis and particularly in the Far East. He has even been called the greatest reporter who ever came out of Asia. He has "covered" China, India and Russia, Burma and Indo-China, seen wars and revolutions and been a good deal more than the innocent bystander at world-shaking events during the past twenty or thirty years. It was Mr. Snow who was the first correspondent to penetrate Red China and, once there, to spend days with Mao Tse-tung, report on his findings and even write his biography. His present book is almost overwhelming in its range but brimful of vitality and crackling with energy whether in a description of a wartime poker game with other correspondents or an interview with Mahatma Gandhi, the "great soul."

George Criticos is the hall porter at the Ritz Hotel, in London. He has also been for many of his seventy-odd years the real friend and confidant of the great or near-great who have stayed there, dined there, telephoned there or, in many ways, used the place as an unofficial club. The greatest of his friends was the late Aga Khan, who called him "Honourable" and used him as a personal representative, but there were, and are, scores of other familiar names which crowd this unassuming and likable book, GEORGE OF THE RITZ (Heinemann. 21s.). George's story is written as it was told to Mr. Richard Viner and he has faithfully conveyed the simplicity and, at the same time, the immense *savoir faire* which make up something of the character of this amazingly youthful character. Fascinating stuff and far more fun than a gossip column.

I am not sure whether Mr. Richard O'Connor's report on HELL'S KITCHEN (Alvin Redman. 16s.) comes under the heading of a travel book, but it certainly does take the reader to the most foreign of parts. The boundaries of this nineteenth-century tough district have never been defined, any more than the virus of the common cold has yet been isolated, but it was on the west side of Manhattan, between Eighth Avenue and the Hudson and, very roughly, between Twenty-third and Fifty-ninth Streets. So much for the locality, which may also have included "the Tenderloin" district. As for the history of Hell's insalubrious Kitchen, Mr. O'Connor tells that informally, brightly and with the constant support of anecdotes.

There are probably people whose distaste for bull-fighting will prevent them from looking at GATES OF FEAR (Michael Joseph. 35s.), but for many other readers this big book, which recounts some of the great exploits of the world's bullrings, will make thrilling and absorbing reading, even without the pages of photographs and the abundance of slight but telling line-drawings. These sketches and the text itself are the work of a Californian, Mr. Barnaby Conrad, who knows his bullrings from practically every angle since he is not only a much-travelled artist and writer, but has been trained in the art of fighting bulls by the great Belmonte himself. In 1945 he even appeared on the same programme (if that is the word) with Belmonte and has continued an adventurous life by being at one time secretary to the late Sinclair Lewis and, more recently, playing the piano in his own San Francisco *bistro*, El Matador. I don't know if Mr. Hemingway will enjoy this book as much as I did, but I think he might.

The novels this week are, I am happy to say, a mixed lot; mixed in the sense of being wonderfully varied in outlook as in setting. First there is a new one by Miss I. Compton-Burnett, A HERITAGE AND ITS STORY (Gollancz. 15s.), with all the atmosphere of that undefined period and those barely described characters which true admirers and collectors of this writer's work value so greatly. The scene is a big country house in—possibly—Victorian or Edwardian days and one recognises the big family with its tyrants and victims, its apparent restraint and propriety and its underlying violence of action. For Miss Compton-Burnett is a great hand with a social bombshell and has been known to deal as politely with murder as with incest in her treasured pages. The present book is no disappointment in this or in any other direction, and the almost continual conversation in which the story is told has all its strange and formal felicity.

THE HIGH ROOF (Eyre and Spottiswoode. 16s.) breathes another air, and not simply because its story takes place in the sunny, stormy, but always fresh, air of the Cape peninsula. That part of the extreme south of Africa has great natural beauty and almost equally great national problems, but Lady Packer's novel is, very sensibly, devoted to a human problem as worried at and finally solved by a few reasonable and pleasant human beings. I found this the most attractive and the most mature by far of all her books, except that volume of personal reminiscences, *Pack and Follow*, and would recommend it to you for readability alone. In fact, there is much more good sense—and sense of humanity—to be found in it.

Miss Marguerite Steen's THE TOWER (Collins. 15s.) has both more and less than the novel above: more professional skill and a more worldly approach to what, in effect, are the same old problems of the adjustments to be made for a successful marriage and, on the other hand, less believable emotions to be discussed and resolved. As always, Miss Steen writes about painting with real knowledge and an admirably objective view of contemporary fads. I think it was in this aspect, in fact, that I enjoyed her novel most. But I found it difficult to sustain interest in all her scrambling people and greatly preferred her physical descriptions of the Provence she knows and portrays with such magic.

HUSBAND AND WIFE (Hutchinson. 15s.) is Miss Norah Hoult's sequel to her *Father and Daughter*, which was concerned with the lives of an old Irish actor and his child, and is here continued with the marriage of [illegible] daughter to an uncouth farmer in a remote Irish vill[illegible] Painfully true to life in some instances and, in oth[illegible] compassionate and sensitive. This is not the Ireland of expatriate or the sentimentalist, but it could be one writ[illegible] totally candid view of it.

Miss Mary K. Harris made her mark as a novelist [illegible] her first book, *My Darling From the Lion's Mouth*, an[illegible] in a fair way to making it more permanent with LUC[illegible] WILMOT (Chatto and Windus. 15s.), a novel of extre[illegible] sensibility and a wholly pervasive feeling of youth [illegible] that nearly brutal innocence which is sometimes you[illegible] corollary. I recommend this to your attention and c[illegible] wish there were more space in which to detail its qualit[illegible] none of them banal.

Two novels from France, of which the first, LADY [illegible] (Michael Joseph. 15s.), proves only that its author, Romain Gary, is a man of immensely various range. [illegible] little while ago he wrote a long, sober and moving st[illegible] about a man in Africa whose dedicated purpose was [illegible] protect such great wild animals as elephants. Here, h[illegible] concerned with a very beautiful woman, married succ[illegible] sively to two men of great wealth and position in Engla[illegible] but stemming herself from the lowest of Parisian circ[illegible] (the rue de Lappe is still no health resort). This is [illegible] amusing flibbertigibbet of a book, no more and no l[illegible]

A DEALER IN HARPS: At his shop in the Old Brompton Road, in South Kensingt[illegible] London, Mr. John Morley is surrounded by various types of this musical instrume[illegible] as he tunes a modern concert harp. The instruments come from all over the wo[illegible] for repairs by Mr. Morley and his assistants—at the moment there are some [illegible] on the premises. Mr. Morley is believed to be the only harp dealer in Lond[illegible]

conceivably written to relax the author, to demonstrate [illegible] versatility and to have a little fun.

THE LION (Hart-Davis. 13s. 6d.) is by M. Jose[illegible] Kessel, a considerable French novelist with Russi[illegible] Jewish and, remotely, Argentinian connections. It h[illegible] been translated from the original French by Mr. Pe[illegible] Green, himself a fairly considerable writer, and it is, qu[illegible] apart from all the prizes and "selections" it has garner[illegible] a remarkable and enchanting book. Briefly, it tells t[illegible] story of the child of an English game warden in Afri[illegible] who lives in an animal paradise and wants no other wor[illegible] The lion cub who grew to near-maturity as her pet [illegible] now a lord of the jungle but he remains her friend and th[illegible] continue their secret meetings at which both are happ[illegible] relaxed and—in so far as they alone are concerned [illegible] harmless. The moment of disillusion and death com[illegible] inevitably, but before that M. Kessel has re-created [illegible] wonderful world of wild, untrammelled life and innocenc[illegible]

Thrillers of the week are DANSE MACABRE (Seck[illegible] and Warburg. 15s.), by Mr. Frederic Mullally, which [illegible] not altogether believable but entirely readable and whizz[illegible] the reader from France to North Africa *via* Ibiza a[illegible] Rome. And Mr. A. A. Fair's (or Erle Stanley Gardner [illegible] THE COUNT OF NINE (Heinemann. 12s. 6d.); a Priva[illegible] Eye epic in a near-Chandleresque mood, with much nea[illegible] snappy dialogue and a genuinely ingenious crime a[illegible] detection plot.

Vernon Fa[illegible]

PEOPLE AND PLACES

...om Russia and Japan to Antarctica

...Stevenson, twice unsuccessful contender for the ...merican Presidency, is a figure of world stature ...ews are always heard with the respect they deserve. ...ar he toured the Soviet Union. His FRIENDS ...ENEMIES (Hart-Davis. 16s.) has the sub-title *...Learned in Russia* and is a collection of reports ...nd published serially soon after his return home. ..."date," and all contain valuable information ...our understanding of Russia to-day. Describing ...erview with Mr. Khrushchev, Mr. Stevenson ...the Soviet Premier's belief in the inexorable ...of Communism. This is an article of Marxist ...which is often not comprehended in the West. ...apter on Russia's relations with the other great ...ist Empire, China, is particularly apposite at ...ment; for Mr. Stevenson considers the frictions ...ing the frequent assertions of solidarity between ...countries. No one should miss reading this

...ook which merits special attention is MEETING ...JAPAN, by Fosco Maraini (Hutchinson. 50s.). ...hor is an Italian who has an international reputa... ...Himalayan mountaineer, and is a distinguished ...ist. Signor Maraini has lived in Japan in peace ...war. What he has attempted and admirably ...d is to give a portrait of the Japanese—their ...art, literature, religion and surroundings. The ...ions—there are over 150—are superb. Even ...them the book would compel attention. The ...s in the rare position of having a full under... ...of Western culture and an unusual comprehen... ...Eastern philosophy. Thus he can discuss ...m, Buddhism, Confucianism and Taoism and ...them with Christianity and Greek philosophy, ...that because East and West religions derive ...fferent attitudes towards human society, it is ...ry difficult for them to find common ground. ...great difficulty is semantic. It is sometimes ...le to give an exact translation from Japanese ...European language and vice versa. Signor ...takes as an example the word *Amor* (love) in ...tion from Dante and shows the problem pre... ...by putting it into Japanese. Conversely, he ...rates that there are often almost insuperable ...s in rendering Oriental literature in a Western ...e. Finally, the book has a bibliography which ...del of its kind, suggestions for further reading ...ssified in subjects. *Meeting with Japan* is to ...ly recommended.

...e is further interest in Japan this week in a ...another eminent Orientalist, Howard Hibbert, ...ard University. THE FLOATING WORLD IN ...ESE FICTION (Oxford University Press. 25s.) ...holarly survey of the Japanese fiction of the ...u era at the end of the seventeenth and in the ...ighteenth centuries. The "floating world" ...transient pleasures and its chief characters are ...—the courtesan, the rake and the dandy. Mr. ...will not have the wide appeal of Signor Maraini, ...will be read by those wishing to learn about the ...ound of the Japanese.

...e of us who have been accustomed to refer to ...arctic regions as "the Great White South" ...rrected. They are really "the Great Pink South." ...only one of the many facts to be learnt from ...Debenham's ANTARCTICA (Herbert Jenkins. ...Professor Debenham, of Cambridge University, ...t to Antarctica with Scott's last expedition. He ...uthoritatively and enthusiastically of the South ...ontinent's past, present and future, anticipating ...hen it might become a tourist centre and a health ... This is probably the best book on its subject

...her scientist, Ronald Rose, is an Australian ...ologist who has lived with his wife and children ...the natives of Samoa. He relates his experiences ...TH SEAS MAGIC (Hale. 18s.). The style is ...t discursive. Anecdotes tend to be mixed with ...observations and anthropological information. ...ay be an advantage for those who like their ...ge in easily-assimilated form.

...C. Hiscock circumnavigated the globe in a ...1952-55 and described the voyage in *Round the ...Wanderer III*. His next book was *Cruising ...Soil*, for the benefit of those wishing to cruise at ...moderate length in home waters. Now comes ...aited sequel, VOYAGING UNDER SAIL ...University Press. 35s.). Every aspect of long... ...voyaging is covered, with excellent pictures, ...s and charts. This will certainly become the ...k for those undertaking ventures under sail in ...waters.

...mably few people have the wish to keep a seal ...et. R. H. Pearson felt the urge one morning ...fast and before long had acquired a pair of seal ...A SEAL FLIES BY (Hart-Davis. 16s.) may well ...ge others to follow his example. It is a charming ...with many photographs, some of them taken under ...of the pets.

C. D.

A RELIGIOUS PAINTING WITH A HAMPSTEAD SETTING: In Church Row, in the London borough, Mr. Donald Towner mixes colours on his palette while working on a sketch. The preliminary work is in connection with a painting which he is doing for the Chapel of Saint Mary and Saint John in the Parish Church, Hampstead. The final painting should be finished by Christmas. Measuring 53 ins. by 42 ins., it will fit into the reredos behind the chapel's altar. Mr. Towner, who has lived in Church Row, Hampstead, for more than thirty years, is painting the picture in memory of his mother. His own house will form part of the background, while in the foreground will be St. Mary and St. John, with the figure of Christ above.

On left—

"THE BLIND BEGGAR AND HIS DOG": Shoppers and children surround the base of a statue which was unveiled recently by the Mayor of Bethnal Green. Situated in the new Market Square, Roman Road, Bethnal Green, the statue marks the completion of the Greenways Group of Housing Estates. The statue was sculpted by Elizabeth Frink, who was commissioned by the Borough Council. The Blind Beggar and His Dog form the crest of Bethnal Green. According to an old and persistent legend, after the Battle of Evesham in 1265, Henry, Simon de Montfort's son, was badly wounded and blinded. He was nursed back to health in secret, and in order to conceal his identity became the blind beggar and lived in Bethnal Green.

DECORATING THE BOROUGHS OF LONDON

On left—

ADORNING A HOUSE IN CHELSEA: The bright-painted façade is in Smith Terrace. Above the imitation Corinthian pillars are busts of Antony and Cleopatra, while on the pink background between and over the windows are paintings of flowers. The house in Chelsea belongs to Mr. Roy Alderson, who is himself the artist. He used a new technique: the paintings are done on squares of Formica which are then laminated and nailed to the front of the house. The murals have weather-resisting properties and can be washed clean using a detergent. Mr. Alderson at one time ran an antique shop in the King's Road which he decorated with similar painted pillars. Since then he has devoted his time to murals, painting dining-rooms in Sloane Street, and some staircases in Venice and Rome. His present decorations have aroused a certain amount of criticism, neighbours complaining angrily. But the London County Council and the Town and Country Planning authorities have no objection: it is ruled to be "permitted development" under a Planning Order of 1950.

LIGHT CARS WITH "EASIDRIVE"

The 1960 Hillman Minx and Singer Gazelle have Automatic Transmission; The Coming of the Disc Brake; The Winning Sports-Car Team; Films for Motorists

By "THE SPHERE" MOTORING CORRESPONDENT

THE enterprising Rootes Group have won the race to be first in the field with fully automatic transmission for a light car. The 1960 models of the 1½-litre Hillman Minx and Singer Gazelle are offered with an automatic gear-box to which the Rootes Group have given the excellently descriptive name of Easidrive. It costs £125 extra, including tax. That may seem a lot to pay for this kind of accessory on a car costing only £765, but this is a pioneer step, and I am certain that many motorists will be willing to pay £125 for a device which cuts driving fatigue, makes traffic driving simple and contributes to road safety. It leaves the driver free to steer the car with two hands and to concentrate on road conditions without having to worry about changing gear.

To develop an automatic gear-box for a car of only 1½ litres is a technical achievement of the highest merit. Chief credit must go to the firm of S. Smith and Sons, who approached the problem along entirely new lines. Their engineers recognised that a small-engined car could not accept the power losses incurred in the use of the orthodox type of automatic gear-box, employing a fluid coupling and epicyclic gears. The new principle adopted by Smiths is based on the use of two magnetic powder couplings. This magnetic powder is solidified, or "frozen," to form a direct coupling when current from the car's dynamo is passed through generating coils. These powder clutches are used in conjunction with an ordinary three-speed synchromesh gear-box and when the unit goes into large-scale production—with the growing popularity I am certain it will enjoy—its cost will probably drop well below £100. One of the two powder clutches to which I have referred gives direct-drive top gear. The other operates the indirect gears.

Come with me for a short drive in one of the new Easidrive Minxes. Behind the steering wheel you will notice a little window showing the symbols D, 2, N and R. These mean drive, second gear, neutral and reverse. To start the car move the lever on the steering column so that the pointer in the little window is opposite N. Then turn the starter key in the ordinary way. Now move the lever to D, release the handbrake and accelerate in normal fashion. There is no clutch to worry about.

When the speedometer needle shows about 11 m.p.h. the gear-box automatically changes from bottom into the second or middle gear. With a little click, the car is in middle gear. Without that little click you would hardly know you had changed gear. At about 25 m.p.h. the transmission more or less imperceptibly moves into top gear. Take your foot off the accelerator, let your road speed drop—and the gear-box automatically changes down into middle gear, then into bottom. Now if you are in a hurry and you use more throttle, the car will stay in second gear much longer, to give quicker acceleration. On full throttle the final change into top gear will be delayed until 50 m.p.h. or more is reached. It gets you away from traffic lights faster than many more powerful cars with manually-controlled four-speed gear-boxes.

In top gear, travelling at 40 m.p.h. and coming up behind a car, override the automatic gear-box and engage second gear by kicking down on the accelerator pedal. Safely past the car, easing off the throttle means the car changes back into top gear. On a long, steep hill, if you want to use the engine as a brake override the robot gear-box again—not by kicking down, for that would be a highly dangerous manœuvre, but by moving the lever to the 2 position. That gives you second gear and holds it there until you move the lever back to the D position.

I think the Easidrive system will make a special appeal to women drivers. It may also be popular among learner-drivers, for as far as I know there is nothing to stop them taking their test in an "automatic" car. This raises once again the question of whether a driver who passes his test in an "automatic" car should be allowed to drive one with a normal gear-box. There is need for the driving licence system to be revised, and this is one aspect of the problem for consideration.

THE NEW HILLMAN MINX SALOON: The de luxe version of the Rootes Group model is offered with an automatic gear-box—called Easidrive—at an additional cost of £125. Without it the car costs £765, including tax.

THE FACIA PANEL OF THE HILLMAN MINX: Behind the steering wheel is the small window showing the symbols D, 2, N and R. These mean drive, second gear, neutral and reverse, applying to the Easidrive.

The Easidrive transmission is not the only new feature of the 1960 Minxes and Gazelles. In its de luxe, convertible and estate car versions the Minx has more power (56½ b.h.p. instead of 52½), a deeper and wider screen, bigger brakes, more comfortable seating, new colour styling and, when the ordinary four-speed gear-box is used, a choice between floor-mounted or steering column gear shift. To make full use of the extra power a new close-ratio gear-box is fitted. The chief external changes are a new radiator grille with rectangular side lights and discreet tail fins. Minx prices have gone up from £10 to £24 (including tax). The new prices are: de luxe saloon, £765 (up £14); special saloon £722 (up £16); convertible £872 (up £24); estate car £858 (up £10). Price of the Hillman Husky, with a more powerful and more economical engine, remains unchanged at £660.

The new Singer Gazelle, like the Minx, has flared tail fins. The distinctive side "flash" has been boldly restyled and the car's general appearance has been much improved. But the most important change is the fitting of twin carburetters, which help to increase the power output of the 1,494-c.c. engine from 60 to 64 b.h.p. Inlet and exhaust manifolds of a new type are fitted. Overdrive is available on the Gazelle, which the Rootes Group claim to be Britain's lowest-priced luxury car. The price of the standard saloon is unchanged at £848, but the convertible costs £14 more at £957. There is no change in the price of the estate car (£943).

For 1960 the Rootes Group's rally-bred Sunbeam Rapier gets disc brakes on the front wheels, a more powerful engine and greater comfort. There is no price increase. The saloon costs £986 and the convertible £1,042. The 1½-litre engine now has an aluminium cylinder head, a compression ratio of 9.2 to 1, new twin carburetters, a water-heated inlet manifold, chrome top rings and a vibration damper. Brake horse-power is now 78 at 5,400 r.p.m.—an increase of five. Internally, the Rapier has been improved by front seats of new design, with higher squabs, and the provision of a walnut facia. The window winders are more conveniently situated, there is a larger windscreen and side mouldings of new design help to give the car a sleeker appearance. This Rapier Mark 3 also has a redesigned gear-box with closer ratios.

Disc brakes have become a feature of many new British cars and the Girling Company inform me that they have devised a red, triangular sticker for the rear windows of cars fitted with their discs. This sticker has been "adopted" by the following car manufacturers who use Girling brakes: A.C.; Aston Martin; Austin Healey; Morgan; Lotus; and Triumph. (The Rapier has Lockheed discs.) These triangular warning stickers are reminiscent of the four-wheel brake triangle of the '20's.

ANOTHER NEW ROOTES MODEL: The Singer Gazelle Convertible, also available with Easidrive, has an improved appearance. Twin carburetters have been fitted, raising the power output of the 1½-litre engine.

Congratulations to Mr. David Brown and his Aston Martin team (from Mr. John Wyer and Mr. Reg Parnell down to the humblest mechanic) on winning the world sports-car championship. And a hearty pat on the back for Stirling Moss, who clinched it by winning the R.A.C.'s Tourist Trophy race at Goodwood. (He had previously collected eight points for Mr. Brown by winning the 1,000-kilometre race at Nurburgring.) Aston Martins also won the 24-hour race at Le Mans, the successful drivers being Roy Salvadori and Carroll Shelby. It seems likely that Mr. Brown may now change his mind about pulling out of sports-car racing next season. He fully intends to continue with his Formula One Grand Prix single-seaters, but the astonishing success of his 3-litre sports cars in a season when he wasn't really trying may encourage him to have another go next year—especially if his racing mechanics can squeeze a few more b.h.p. from cars fast approaching the limit of their development.

I have news of two films of interest to motorists. One is a ten-minute road safety production by the Order of the Road, founded twenty-one years ago with the sole object of encouraging safe and courteous driving. With an introduction by Lord Brabazon, Chairman of the Order's Executive Committee, and a commentary by Kenneth Horne, the 1,000-ft. film deals compellingly with the aims of driver courtesy and road safety shared by the Order's 9,000 members. The film will be made available to road safety organisations everywhere.

The Associated British Picture Corporation is planning a film based on the Monte Carlo Rally. It was inspired by *Genevieve*, the brilliantly successful film based on the Veteran Car Run to Brighton. Mr. Ted Willis, whose successes include *It 's Great to be Young* and *No Trees in the Street*, has been commissioned to write the script. He tells me he may take part in next year's Monte Carlo Rally to absorb its atmosphere.

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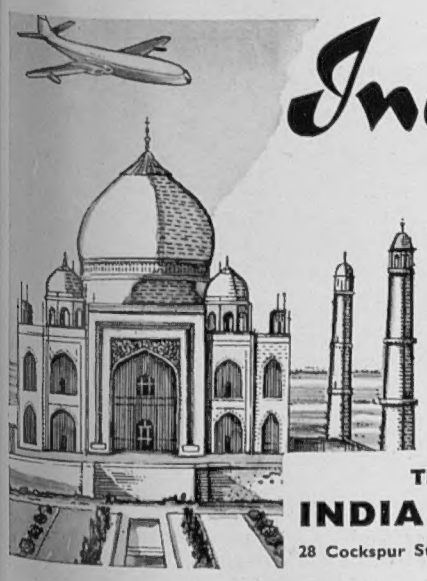

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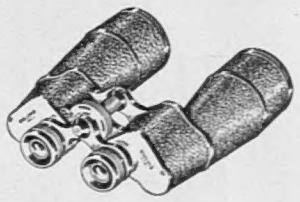

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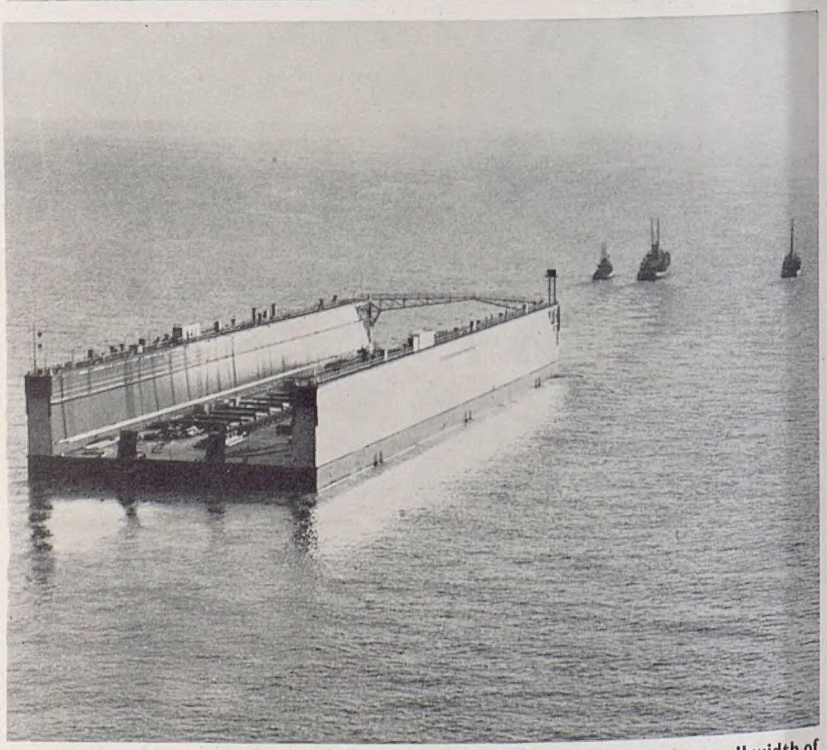
DRY-DOCK FOR GREECE

Towing a Giant Structure from Germany

THROUGH THE ENGLISH CHANNEL: Tugs tow a monster dry-dock on its voyage to Greece. Built at Bremerhaven, from sections prefabricated at Dusseldorf, it is destined for shipyards at Scaramanga, near the Piræus, in Greece. The voyage is expected to take thirty days.

On left—

A LONG PULL: Another picture from the air shows two of the tugs with their massive tow. The dock has a lifting capacity of 26,000 tons. A further section can be added giving a capacity of up to 35,000 tons.



HEADING FOR GREECE: The dock is just over 700 ft. in length and has an overall width of 147 ft. It has been built at a cost of over £1,000,000 as part of a £7,000,000 project for the Hellenic shipyards, at the Piræus, of Mr. Stavros Niarchos, the Greek shipowner. The largest dry-dock in the world is the King George V Dock at Southampton.

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